

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXVIII. No. 10.

Chicago, Ill., U. S. A., May 25, 1917.

PRICE \$1.50 PER YEAR
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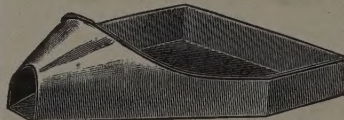
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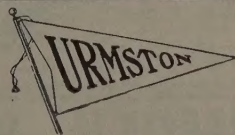
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480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
barley, screenings, off-grade and damaged grain.
Operating Private Elevator

BALDWIN GRAIN COMPANY
GRAIN BROKERS
BUYERS OF CAR LOTS
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

If Your Business
isn't worth advertising
advertise it for sale.

The Scott County Milling Co.
Daily Capacity 3500 Bbls.
OFFER US YOUR SOFT and HARD
WHEAT also CORN

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
Bushels

General Office:
SIKESTON, MO.

The "Clipper" Grain & Seed Cleaner

WITH

Variable Air Regulator

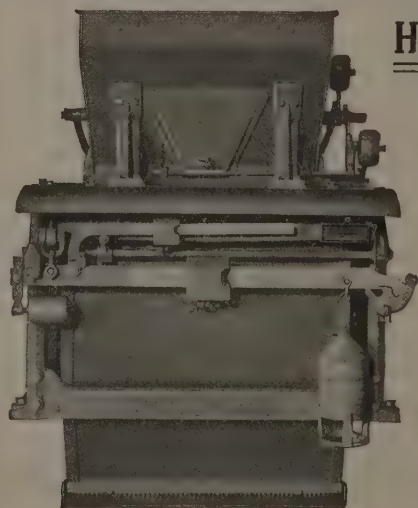
Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

Write for circular
giving full
description.



The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

A. T. Ferrell & Co., Saginaw, W. S., Mich.



Howe SONANDER Automatic Hopper Scale

You serve your best interests by using the NEW HOWE SONANDER AUTOMATIC SCALES. Your customers know them and are satisfied as to their accuracy. HOWE PRESTIGE PREDOMINATES.

Especially adapted to Elevator use because of great reliability and simplicity.

The Howe Sonander

is built in various sizes. The NON-CHOKABLE FEED HOPPER prevents Cobs or trash from stopping the scales.

Give us the capacity—we will send information.

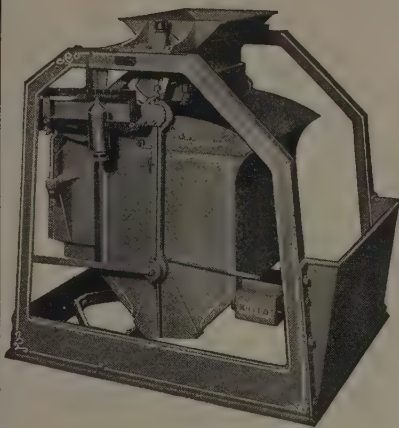
HOWE SCALE CO. of ILLINOIS

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr. ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

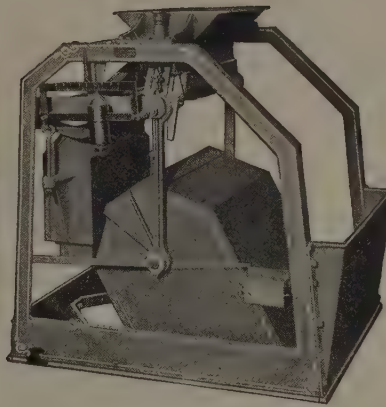
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St., PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

Klingler Automatic

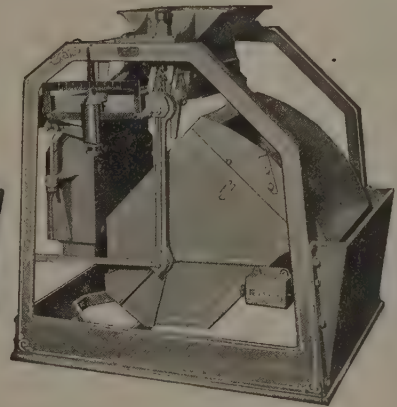
“The Simple Scale with the tilting bucket”



The Bucket in Upright Position
Ready to Receive Grain



Position of Bucket When Dumping
Weighed Grain



The Empty Bucket Swinging Back
to the Upright Position

The great simplicity of the KLINGLER Scale appeals to mill and elevator men.

The accuracy of the “KLINGLER” has astonished its owners.

Extreme accuracy is accomplished by unusual care in manufacture and reducing friction to a minimum by doing away with many working parts.

Our illustrated booklet is yours for the asking.

KLINGLER MFG. CO.

305 McKnight Building

-

MINNEAPOLIS, MINN.



REDUCES Cost of Insurance Number of Accidents Labor

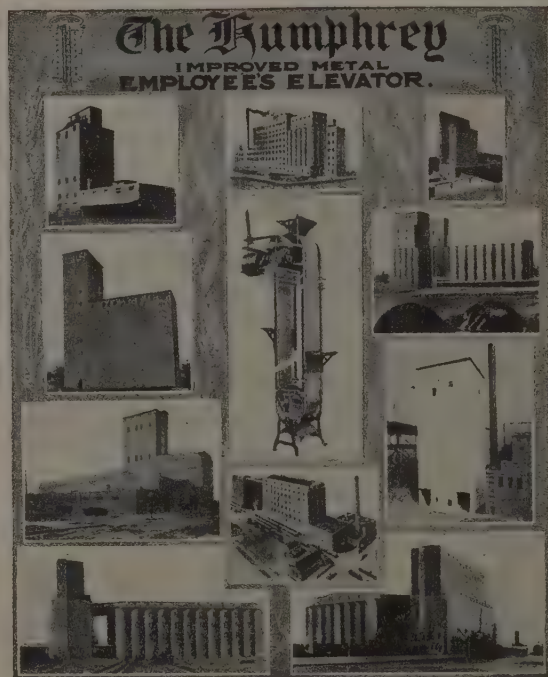
The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.



Write for particulars

Humphrey Elevator Company
Sole Manufacturers FARIBAULT, MINN.

The Skirvin Hotel



Desires to express to the Oklahoma Grain Dealers' & Millers' Association its great pleasure and satisfaction in having been the headquarters for the Convention during the week of May 21st.

The Management made every effort to see to it that each member of the Association felt entirely at home and that all of his comforts were provided for.

We trust that good service rendered will make it desirable by the Association to hold future Conventions at the Skirvin.

Oklahoma City, Oklahoma

In the Name of Humanity!

WE ask you, the Grain Dealers of America, to read this appeal and ACT.

The terrific fighting now raging from the North Sea to the borders of Switzerland has found the ambulance service of the French and British completely inadequate. The allied governments have cabled an urgent appeal to the American Ambulance Field Service for 10,000 ambulances, as many drivers and 5,000 mechanics.



The American Field Ambulance is an American organization through and through, operating under French military orders, and since its inception has cared for 500,000 French and British wounded. It is, therefore, in a spirit of service and in the name of humanity that we ask you to

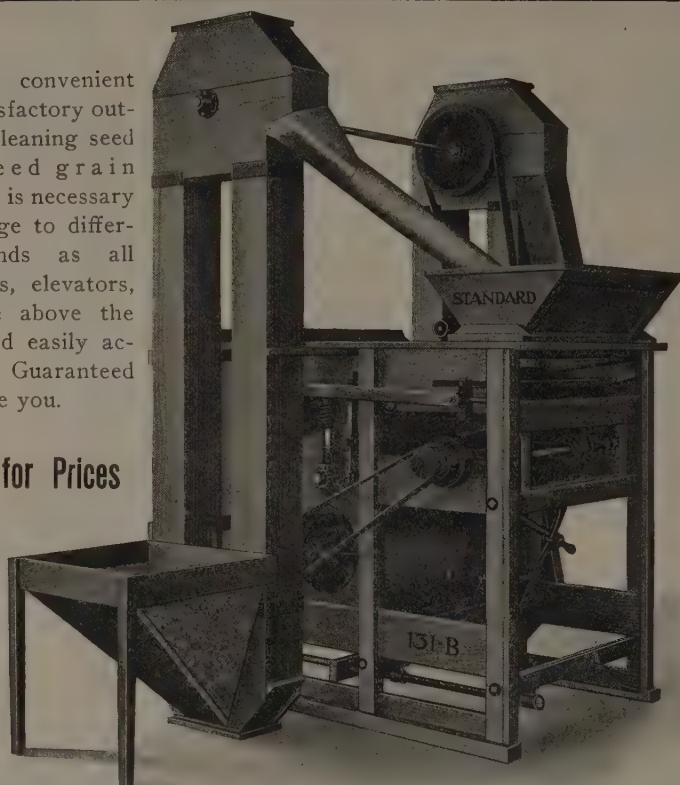
Do Your Bit

by mailing a donation to this cause. Remember! The French, British and Belgians are now our brothers in arms, their blood is our blood and it is vital that we make common cause.

Make checks payable to the *Chicago Field Ambulance*, C. L. Hutchinson, Treasurer, and mail to the *Grain Dealers Journal*, 305 S. LaSalle St., Chicago, Ill.

A most convenient and satisfactory outfit for cleaning seed and seed grain where it is necessary to change to different kinds as all spouts, elevators, etc. are above the floor and easily accessible. Guaranteed to please you.

Write for Prices



No. 131-B

Standard Seed Cleaner
with

"Traveling Brushes"

Standard "Blast Regulator"

"Feed and Sacking
Elevators"

"Dump Hopper"

The International
Mfg. Company

Crestline, Ohio, U. S. A.

THE RICHARDSON

Separates

OATS—WHEAT—BARLEY

No
Grain
Wasted



Large
Profits
Every
Season

Our New Center Track Guarantees Durability
Write for particulars

Richardson Grain Separator Co.

15th Ave. S. E. and N. P. Tracks Minneapolis, Minn.

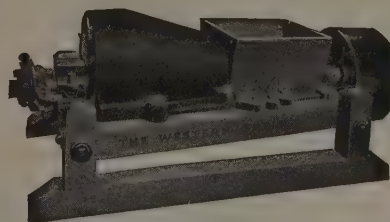
Hotel Muehlebach
Kansas City, Mo.



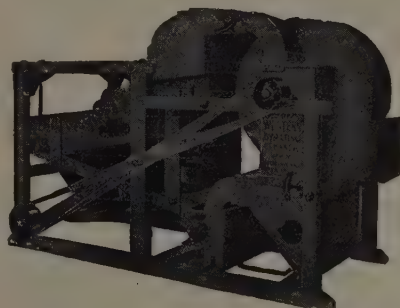
500
New Fireproof Rooms
Rate from \$2.00
The House of
Utility—Service—Elegance
Operated By
Whitmore Hotel Co.
Under the Personal Direction of
S. J. Whitmore and Joseph Reichl



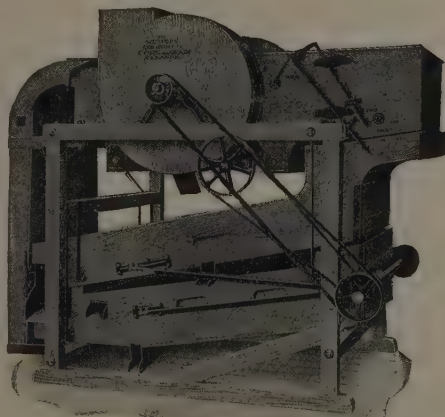
"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



"Western" Gyrating Cleaner



"Western" Combined Corn and Grain Cleaner

MAKING IT PAY

Does that ever worry you? If your elevator was equipped throughout with first class machinery you would have no trouble making your elevator a good paying proposition. You cannot expect to make money handling grain with inadequate machinery, neither can you expect to hold your farmer patrons if you cannot take care of the grain as fast as they bring it in.

For over forty years we have been building machinery for grain elevators. This long experience enables us to offer you machinery of the highest efficiency, guaranteed to do the work for which it was built. That it is doing this is evidenced by the large amount of it being sold. Wherever there is an elevator you will find "WESTERN" machinery.

We will outfit your elevator complete. Tell what you need and we will gladly quote you prices.

UNION IRON WORKS, Decatur, Ill.

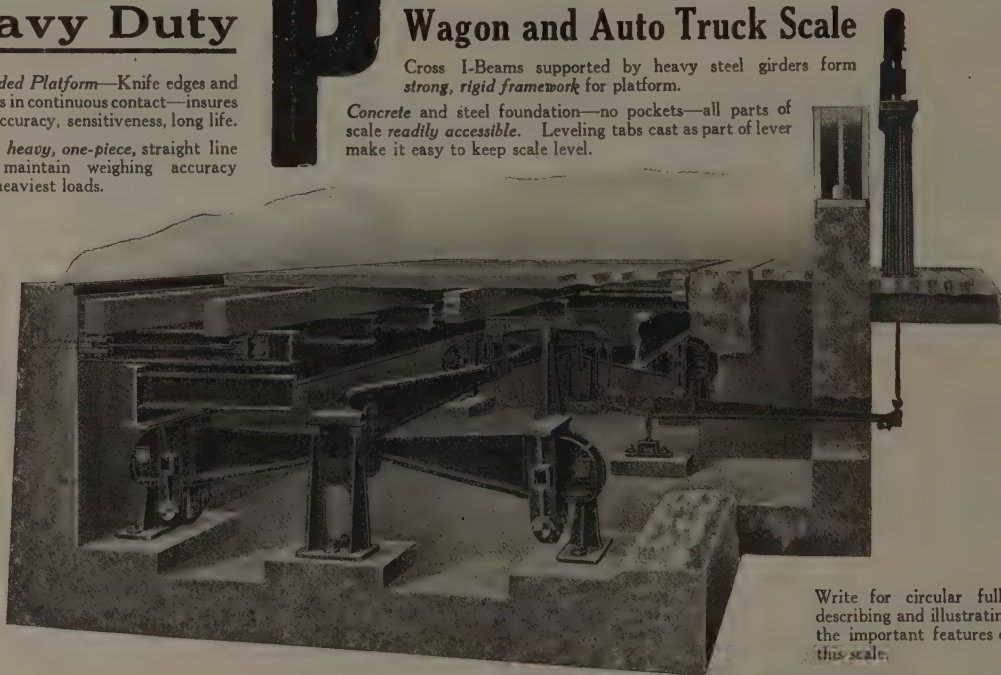
FAIRBANKS "P" SUSPENDED PLATFORM Heavy Duty Wagon and Auto Truck Scale

Suspended Platform—Knife edges and bearings in continuous contact—insures finest accuracy, sensitiveness, long life.

Strong, heavy, one-piece, straight line levers maintain weighing accuracy under heaviest loads.

Cross I-Beams supported by heavy steel girders form strong, rigid framework for platform.

Concrete and steel foundation—no pockets—all parts of scale readily accessible. Leveling tabs cast as part of lever make it easy to keep scale level.



Write for circular fully describing and illustrating the important features of this scale.

Fairbanks, Morse & Co.

Cleveland Cincinnati Chicago St. Louis Kansas City Omaha St. Paul

The Emerson Oats from Wheat Tester

We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 7,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. grain standardization department are using the tester.

Eliminates all guess work. Saves all wheat.

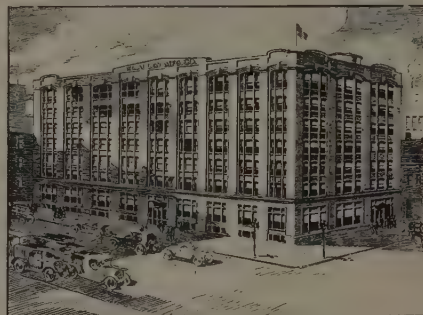
Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a short time. Pleases the farmer as he sees the dockage is on the square.



W. H. EMERSON & SONS
Campbell St. and M. C. R. R. DETROIT, MICH.

Our New Building



We now occupy this entire seven story building at 566-570 W. Lake Street and are in a position to take care of business better than ever before.

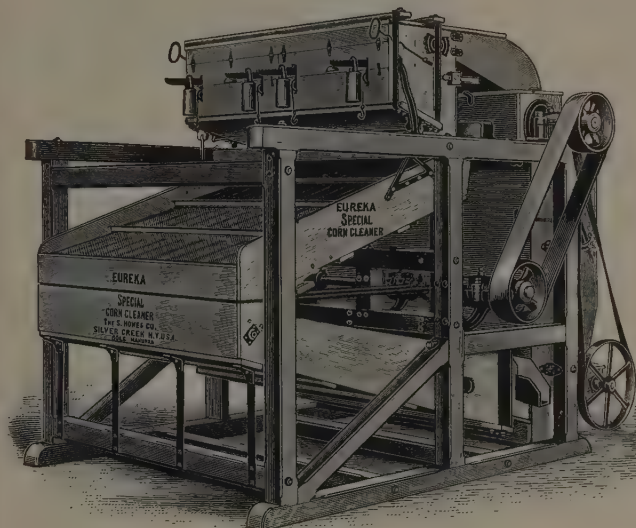
W. D. ALLEN MFG. CO. CHICAGO

Belting — Rubber Goods
Elevator, Mill, Factory and Thresher Supplies
Send for our Catalog No. 28

A very successful combined cleaner for both

CORN AND SMALL GRAINS

No changing of sieves necessary.



St. George, Kans., January 22, 1917.

The S. Howes Co., Inc.,
Silver Creek, N. Y.

Gentlemen:—Replying to your favor of the 19th, asking what service we are getting from our combined corn and small grains cleaner made by you and which has been in operation about 18 months, will say that it is giving splendid satisfaction in cleaning corn and wheat.

We can put 750 bushels of corn per hour over it when necessary.

We thank you for sending your catalogue; it is a good one.

Yours very truly,
Wm. Dalton's Sons.



Full particulars mailed promptly



THE S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.

HOTEL SAVOY

**Kansas City's
Leading Popular Priced
Hotel**

\$75,000.00 Just Expended in Betterments

Location central to all lines of business.

One block from Board of
Trade and Exchange
Building.

Many of your friends among
the Grain Dealers of the West
and Southwest will be found
here when you attend the
Convention, May 29, 30 and 31

Make reservations now

HOTEL SAVOY COMPANY
ALONZO B. CLARK, Sec'y and Manager.

Your Over Head Expense

Burning Corn Cobs Will Reduce It

If you read the advertisement about what your power will cost, you have been doing some figuring.

Just as we told you before, if you want to dodge some of the high power bills which you have been paying in coal or electricity, the only thing to do is to arrange to burn your cobs. Cobs make an excellent fuel if handled properly and if burned on the proper kind of grates. Then, too, your power bills cannot be reduced to a minimum unless you operate with steam and utilize the exhaust as a by-product.

These are days when grain driers are being used more and more, and these can be used with exhaust steam.

We would like very much to correspond with you about these things.

We can give you the kind of steam power plants you ought to use.

Chandler & Taylor Co.
INDIANAPOLIS, INDIANA, U. S. A.

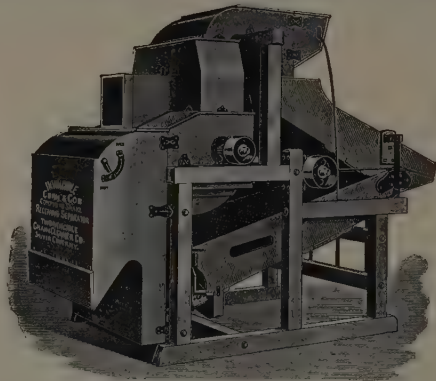
SILKS CAN'T CLOG THIS INVINCIBLE CORN AND COB SEPARATOR

The separating tips are so designed that silks can never clog them. The air separation is perfect.

Every grain man who handles corn from shellers should read our booklet about this dependable separator. Find out how it does the work with the least possible power.

"Guarantee: Satisfaction Without Reservation"

INVINCIBLE GRAIN CLEANER CO.
Dept. 4 - - - Silver Creek, N. Y.



B. I. Holser Co., Hamlet, Ind.,
One of the Many Users.

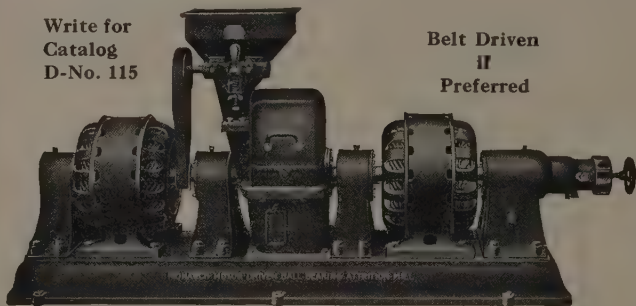
Building Bigger Business by Better Methods

When you cut down manufacturing costs—up go your profits. When you increase your production—when you improve the quality of your products—when you eliminate spoilage—up go your profits.

When you cut down your power costs, when you cut down maintenance—when you reduce supervision—when you lessen breakage of machinery—when you reduce stoppage and repair expense—up go your profits.

Write for
Catalog
D-No. 115

Belt Driven
or
Preferred



These advantages and a greatly increased capacity for service, come to plants equipped with

The Monarch Ball Bearing Attrition Mill

Tell us your feed grinding requirements. We will make a study of the particular problems of your plant and tell you just how and why The MONARCH BALL BEARING ATTRITION MILL will give you advantages.

At least, write for the catalog. You will incur no expense or obligation.

Mill
Builders
Main Office and Works

Sprout, Waldron & Company
Muncy, Pa.

Chicago Office: No. 9 S. Clinton St.

Milling
Engineers
P. O. Box No. 26

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal
315 So. La Salle St. CHICAGO, ILL.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

Monitor

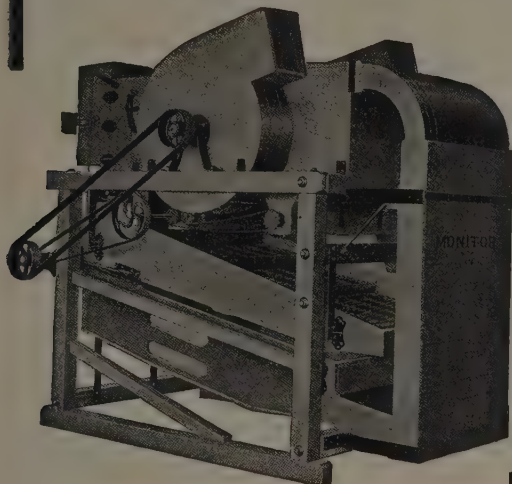
1 Cleaner—instead of 2

**"COMBINED"
CORN AND GRAIN
CLEANER**

You save—the price of a cleaner

If you are handling considerable quantities of corn and small grains you are probably using two Cleaners, or feel the need of doing so. Hundreds, many hundreds of grain dealers find this two-in-one Combined Corn and Grain Cleaner a great saving and a great help to them. The machine carries two sets of screens, one for corn, the other for small grains. In a few seconds time the machine is changed over from a Corn Cleaner to a small Grain Cleaner, or vice versa. No stop to change screens, no shutting off power. Get wise to this "Monitor." Our catalog No. 45 will interest you.

**HUNTLEY MFG. CO.
Silver Creek,
N. Y.**



ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.**

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. **Order Form 12AA. Price \$1.75.**

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

WEBSTER



SCREW CONVEYOR SECTIONAL FLIGHT TYPE

THE product of thirty-three years' experience. Made under the eyes of the same foreman for over twenty-five years.

Flights are cut by accurate dies and rolled to correct shape in special machines. Fitted snugly to straight pipe and riveted securely.

A finished product of expert and experienced workmen.

**The Webster M'f'g Company
TIFFIN, OHIO**

CHICAGO

(152)

NEW YORK



DIXON'S Silica Graphite PAINT

gave EIGHT YEARS' SERVICE on these grain elevators. It is the BEST and most popular protective paint because it LASTS LONGER. Pigment and oil vehicle are of highest standard quality.

Dixon's Silica-Graphite Paint has no equal. Made in FIRST QUALITY only for over fifty years.

Write for detailed information and Booklet No. 15-B

Joseph Dixon Crucible Company
Jersey City, N. J.
Established 1827

The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed from one owner's just why
Is what I'm telling you.
You see I'm good as good can be,
I have to great simplicity
When the wagon drives upon the
dump.
I don't follow that jock and bump,
I just say, boys, "Be careful all
And gently let the oil not die,"
And down she sinks with ease so
sweet
That it were a dream complete
You could not ask for more.

Circulars upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

Cover's Dust Protector

Rubber Protector, \$2.00

Must postpaid on receipt of price or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.

759-33d St., Milwaukee, Wis.

Everything in Pneumatic
Grain Handling Machinery

CLEAN AND LOAD IN ONE OPERATION

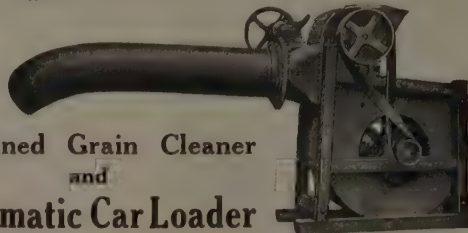
Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner

and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable; requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

CLARK'S Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs.

Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

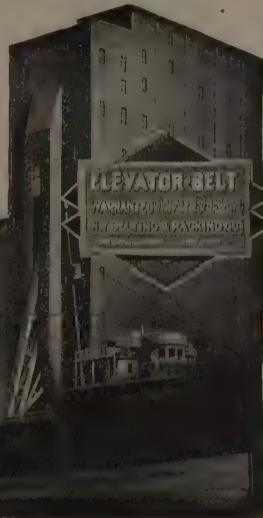
New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

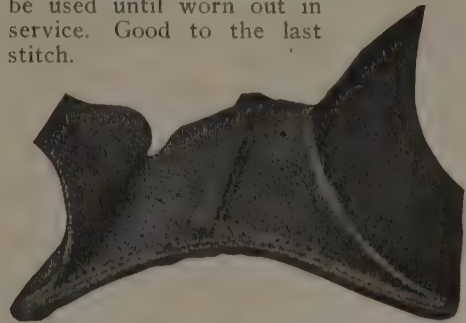
2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
ST. LOUIS, MO.



"R. F. & C." Non-Separable Ply Rubber Belt CAN NOT SPLIT

in the **PLIES** like this. Can be used until worn out in service. Good to the last stitch.



"R. F. & C." is the **RUBBER BELT** you should have in your elevator if you want satisfaction.

Our engineering department will solve your problems if you submit them.

Write for Information

W. H. SALISBURY & CO., Inc.

"The Pioneer Belting House of the West"—Established 1855
OFFICE and FACTORY: CHICAGO, ILL.



Belting that is absolutely free from Ply Separation. Belting that meets every condition. Strong, pliable, economical and durable, Rexall Belting outlasts all others.

LISTEN!

There are hundreds of cases where "Rexall" has, after years of constant use, worn so thin as to be in danger of breaking under its load on long conveyors and then after being put on short hauls has given months more of service. But there is not one case that we know of where its use had to be prematurely abandoned due to separation of plies or deterioration. There is no sadder sight to the man who pays the bills than a conveyor belt that has become useless and is still only partly worn out. The belt that is serviceable to the last shred is

REXALL DOUBLE STITCHED BELTING

Our Engineering Staff will gladly help you in your Belting Problems. Their service is gratis.

IMPERIAL BELTING CO.

Lincoln and Kinzie Streets

CHICAGO

42 Broadway, New York, N. Y.
525 Market Street, San Francisco, Cal.

423 Yeon Bldg., Portland, Oregon

GRAIN ELEVATOR BUILDERS

Be Satisfied This Season!

**"YOUNGLOVE does all the
Contract calls for and MORE."**

Concrete and Tile
Quick Service

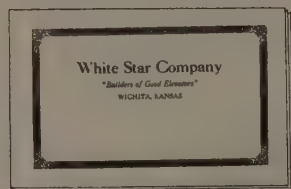
Cribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.

412 United Bank Bldg.

SIOUX CITY, IOWA.



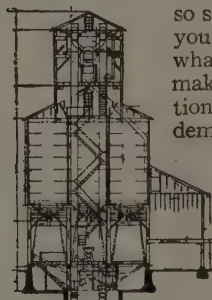
Our New
Booklet of
Elevator
Construction

Write for Catalog C-2.

White Star Co. Wichita, Kans.

NOT A CHINESE PUZZLE, BUT READABLE

PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
Board of Trade INDIANAPOLIS, IND.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

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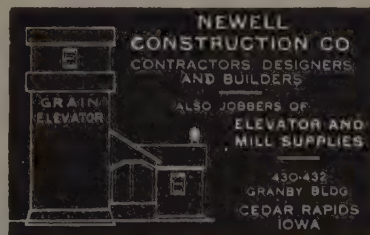
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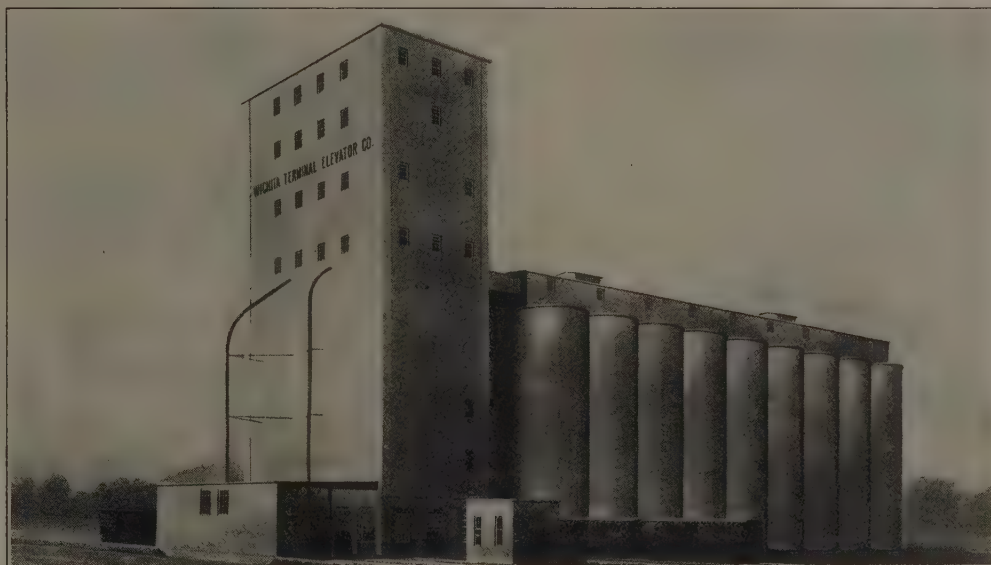
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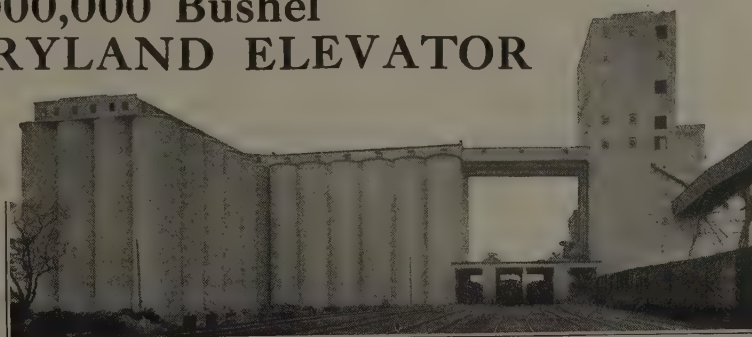
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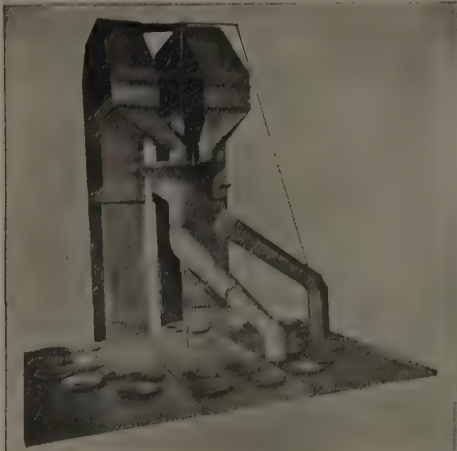
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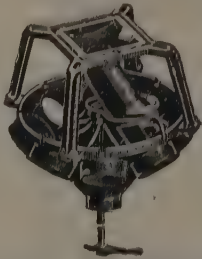
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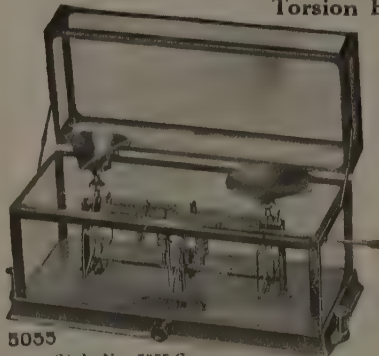
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Is a double page form designed for recording contracts for the purchase and contracts for the sale of grain. Each kind of grain is entered on a page by itself so dealer may quickly total columns, and ascertain whether he is long or short.

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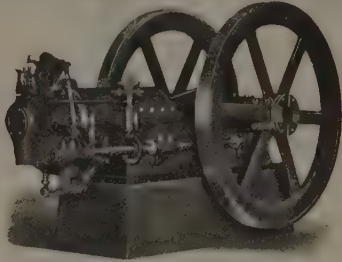


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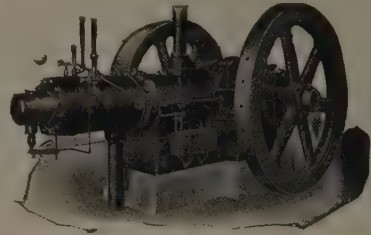


Runs on any kind of oil that flows freely. No Batteries or Magneto. No hot balls. Spark produced by compression—there's nothing to start a fire in your engine room—yet it's complete, reliable.

St. Marys Oil Engine Co.:—The operating cost is simply wonderful. My 20 H.P. engine only uses 10 gallons of crude oil running 10 hours which costs me \$2.50 per barrel, or 5c per gallon. Therefore, it only costs me 50c per day to operate my mill. I would not think of using any other than a St. Marys Oil Engine.—F. A. Shults, Wadesville, W. Va.

If you do not want to pay for a new engine every year in the cost of fuel—let us tell you more about the H-O.

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Better Power Cheaper

This is what you are looking for. There is nothing that can knock the bottom out of your yearly profits like your power plant.

The "Money-Making" MUNCIE operates on all the cheaper grades of fuel—it is simple in construction and has no spare parts to get out of order. We guarantee it to give you the maximum amount of power at a lower operating cost.

Does this interest you? Send for further information.

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THE BURNING QUESTION!

What is the user of internal combustion to do for fuel?

At the present high price of gasoline, he cannot operate profitably, yet he cannot discard his present equipment for an expensive oil burner.

But—he can get a new KEROSENE CARBURETOR from us and SAVE 60% ON HIS FUEL BILL.

We equip all makes of Stationary Engines, also FORD cars for pleasure, Tractor and Truck work.

References from farmers and elevator men on application. Address:

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Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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THE FORESTER Automatic Drain Circulating PUMP

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Prevent
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Bearing shipper's name and consecutive numbers.

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The rate for advertisements in this department is 20 cents per type line each insertion

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IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

CENTRAL MINNESOTA—On account of sickness, elevator and coal business for sale; good proposition. Address G. R., Lock Box 5, Sanborn, Minn.

MINNESOTA—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Derheimer, Dryden, N. Y.

FOR SALE—Three elevators in Northwest, Iowa, one in Minnesota on C. R. I. & P. Ry. Price \$15,000.00. Can show profit for past year more than price asked. Address Lock Box No. 57, Luverne, Minn.

SOUTHERN INDIANA—Good elevator, feed and coal business for sale. Private switch; plenty of sheds and large warehouse; all in good repair. Address Feed, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator and general merchandising business, located in Central Ohio; no grain competition; good corn and wheat land; closing up an estate. Address Ohio, Box 10, Grain Dealers Journal, Chicago, Illinois.

WESTERN INDIANA—In the best corn and oats territory, a 35,000 bu. capacity elevator for sale, averaging 200,000 bus. annually; including a modern residence. Address Brown, Box 9, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

NORTHWESTERN OHIO—Up-to-date elevator of 20,000 bu. capacity in the heart of the Maumee Valley, surrounded by the best corn land in the state, for sale. Fine town, good schools and churches. This proposition will bear the closest investigation. A snap for some one. Act quick. Address Cort, Box 10, Grain Dealers Journal, Chicago, Illinois.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

KANSAS elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

ELEVATOR for sale in Southwest Missouri at a bargain. John R. Neil, Admstr., 4128 St. John Ave., Kansas City, Mo.

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FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

SOUTHWESTERN MINNESOTA—Elevator with coal, flour and feed for sale at reasonable price. Address Jen, Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS—Good elevator for sale; in good locality, doing 75 to 100,000 bushels annually. For full particulars, address Cool, Box 9, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

BARGAIN—Elevator, feed and coal business in good Northwestern Missouri town of 800; only elevator and soft coal business in the town. Price \$3,000.00 if sold at once. Owner has other business. Address Cement, Box 9, Grain Dealers Journal, Chicago, Ill.

YOU ARE looking for us if you want the biggest elevator opportunity in the state of Ohio; 10,000 bu. cap. grain elevator, located on the Penn. R. R. in small town of about 100; good farming country; building in good condition; doing \$35,000 business annually. Address Scale, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL EXCHANGE 120 acres Ohio land for a good Indiana elevator. Address Box 44, Rockford, Ohio.

WANTED—Good elevator and business in Central Indiana. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE improved Southeastern N. D. land for elvtr. or lumber yard. Address Lock Box 328, Toledo, Ia.

WANTED to buy or lease an elvtr. in Nebr., Northern Kan. or Eastern Colo. State particulars. Box 172, Bartley, Nebr.

WANTED to buy good country elevator in Montana or North Dakota. Give lowest price, full description, competition and amount handled in first letter. Lock Box 40, Zumbrota, Minn.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—On account of other business, will sell my 60-bbl. flour mill and 10,000 bushel elevator combined; located on the P. C. C. & St. L. R. R. with 5 car switch at mill door. Good grain section. Address F. A. R., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain and hay business in town of 1,500 inhabitants; built in 1915. Elevator capacity 15,000 bushels, hay barn 50 tons loose hay; two railroads. Doing good business; good reasons for selling. Price \$6,000 if taken before July 1. Terms \$3,000 cash, balance on time. The Raymond P. Lipe Co., Bryan, Ohio.

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WANTED—A brokerage business. Would prefer to buy a business doing both a cash grain brokerage business and also a commission brokerage with Chicago connections; Illinois location preferred. Would consider a partnership if business would warrant it. Address Arrow, Box 10, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

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FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

SITUATIONS WANTED

WANTED—Position as wheat buyer; capable of taking charge and running grain elevator. H. P. Grigg, Verona, Mo.

WANTED—Position as grain buyer; have had 3 years exp., best of ref. Montana or Dakotas preferred. Address Van, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position with good grain firm; have had one year's experience in elevator office; 25 years old, American. Good references. Address Hart, Box 10, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain, coal and building material man wants position with grain elevator company in Illinois or Indiana. Well recommended; give bond. Write O., Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. of elevator; 16 years' business exp., 5 years engaged in grain business. Speak English and German; 37 years old; married. Good references. Prefer Idaho or Montana. Address Idaho, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of farmers' elvtr. or elvtr. and lumber yard combined, or as auditor. Have about 10 yrs. exp. in grain buying, 2 yrs. in running of lumber yard; speak and write Norwegian as well as English; fully capable; want good salary; can give A-1 ref. Address Deck, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or buyer at good grain station; have had 12 years exp. in grain elevator work, 4 years as manager for private owner in grain, seeds, coal and feed; employed at present; good reason for changing. Married with family; no boozier; good ref. Address Blue, Box 10, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as buyer or Manager by experienced man. (Indiana or Illinois preferred.) Address S., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of grain elevator; 15 years experience in grain and 4 years in lumber and coal. Address H., Box 9, Grain Dealers Journal, Chicago.

MAN WITH 20 years experience in elevator, 5 years as manager, desires position in good grain belt of Ohio. (Now employed.) Address Wool, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as grain buyer and manager of elevator business or with small flour mill; good country point. Address Shine, Box 10, Grain Dealers Journal, Chicago, Ill.

LIVE up-to-date elevator manager desires position in Montana; 8 years experience in coal, grain and stock business; A-1 references. Advise salary paid, if elevator is modern and amount handled. Lock Box 40, Zumbrota, Minn.

POSITION WANTED as mgr. of farmers' elevator in Ill. or Ind. Thoroughly experienced; industrious, hard-working and efficient; no bad habits. A-1 ref. Salary wanted, \$125 per mo. Address R., Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as grain buyer, elevator manager or foreman; 20 years exp. in handling grain and operating elevators; 5 yrs. as foreman. American; can speak German. Good ref. furnished. Address Read, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position in elvtr. as mgr. or agent; have had 5 years exp. in country elvtr. as buyer. Married, age 44; no bad habits; steady and industrious and in perfect health; willing to accept salary paid in locality where I will be employed; can come on 30 to 60 days trial. A-1 ref. Address Hunt, Box 10, Grain Dealers Journal, Chicago, Ill.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced bookkeeper who can speak German (married); must be strictly sober and very industrious; should also have experience in grain handling. Address Equity, Box 9, Grain Dealers Journal, Chicago, Ill.

ABOUT JULY 1ST, a line company operating a large number of country elevators in the Northwest can use three or four first class agents. None but experienced men with best of references need apply. Address Delta, Box 10, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

WANTED—An assistant to cash grain man, young man of about 25 years or more, married, who has had experience in buying and soliciting grain by telephone; one who has also had some bookkeeping experience and considers himself a good trader. Must be Protestant. A good opening for an ambitious young man. Write full particulars of experience and salary desired. Address Bush, Box 10, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FOR SALE—One gasoline engine, 20 h. p. with magneto and everything complete. Garrett Elevator Co., Garrett, Ind.

FOR SALE—One W. P. Callahan, Dayton, Ohio, 60 hp. gas engine complete; fine order. C. H. Horton Co., Painesville, Ohio.

FOR SALE—One second-hand 12-h. p. Olds gasoline engine; price, \$50. One second-hand Boss car loader; price, \$25. A. R. Upp Grain Co., Fowler, Kan.

FOR SALE—Gasoline engines, 1 h. p. to 10 h. p. Rebuilt; bargains. Write for complete list. Also oil engines. Standard Scale Co., 167 North May St., Chicago.

FOR SALE—One 20-h. p. gasoline engine (Brown) practically new; in A-1 condition for a second-hand engine; will sell cheap. Central Iowa Grain Co., Des Moines, Iowa.

FOR SALE—One 15 hp. Fairbanks Morse gasoline engine and one 6 hp. International gasoline engine; good condition; are installing electric motors. J. S. Klingenberg & Son, Concordia, Mo.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.

16hp Badger \$285. 16hp Stover \$365. 15hp Foos \$325. 20hp Fairbanks-Morse \$415. 40hp Lorraine kerosene engine \$525. 20-25hp Nash two cyl vertical gas engine \$350. 25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435. 60hp Model four cyl governor controlled 7 1/2" bore 10" stroke \$535. Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and aeroplane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

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GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmermann Co., St. Louis, Mo.

SECOND-HAND BAGS AND BURLAP.

HAVE YOU ANY EMPTY FEED BAGS for sale? Whether they are good or torn, if you will advise us how many you have and the kind, we will quote you our highest prices. Write today to the Springfield Bag & Burlap Co., Dept. 11, Springfield, Ill.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MISCELLANEOUS.

FOR SALE—One complete high grade, mouse-proof Heller Seed Cabinet, suitable for retail or combination wholesale and retail concern. Price right. If interested, address Westbrook Grain & Milling Co., Pine Bluff, Ark.

Crawfordsville Seed Co.

Crawfordsville, Ind.

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We have for
IMMEDIATE SHIPMENT

New Crop
DWARF ESSEX RAPE SEED
ORCHARD GRASS
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Carloads or less

I. L. RADWANER

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Write or wire us for sampled offers

SEEDS FOR SALE.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

WE OFFER

Feeding Peas, Hemp, Orchard
Grass, D. E. Rope, Crimson
Clover, Hairy Vetch.

Immediate Shipment

WM. G. SCARLETT & CO.
Baltimore, Md.

Directory

Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McClinton & Co., wholesale, export & import. McCausland, Samuel, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

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Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

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KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds. Lewis & Chambers, field seeds. Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain. Kaercher-Schialer, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heiberg Elevator Co., wholesale seed merchants.

Chicago Hay Market

FOR BEST RESULTS

Always Ship

ALBERT MILLER & COMPANY

192 North Clark St.

"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"

REFERENCES { First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

MINNEAPOLIS SEED CO.

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BRAND FIELD SEEDS

TIMOTHY and MILLET Our Specialties

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmermann Co., St. Louis, Mo.

NORTHERN GROWN CORN—Flint, Northwestern Dent, Minnesota King. This corn can be planted safely any time in June in Iowa for hogging down purposes and further south for second crop. Superior to Mexican June corn for that purpose. Southern grown millet. German, Siberian, Japanese. Wire for price. D. D. Simmons Co., Moorhead, Minn. The Moorhead Seed House.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices. **HENRY LICHTIG & CO., Kansas City, Mo.**

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Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

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Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane
KANSAS CITY, MO.

Crabbs Reynolds Taylor Company

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HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

L. Teweles Seed Co.

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Headquarters for

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SEED CORN — FIELD PEAS

SEEDS WANTED.

WANTED—Buckeye or Bally beans. Germania Seed Co., Ironton, Ohio.

WANTED—Buckwheat for seed. Quote price. Farmers' Exchange Milling Co., Logan, Ohio.

THE SHORTAGE in all kinds grass and field seeds is such that it behooves grain dealers everywhere to assist their farmer patrons to secure all the seeds needed to plant the maximum acreage. If you need seed and do not know where to get it, write us quantity and quality wanted and we will make the facts known to all our readers free of charge next two months.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

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SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

We Buy SEEDS We Sell

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Kansas City, Mo.

SEEDS FOR SALE

WISCONSIN—Timothy, red and white clover. Prices right. Pfeiffer Grain & Seed Co., Durand, Wis.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

THE CRUMBAUGH-KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples. **TOLEDO, OHIO**
CLOVER

ALSIKE TIMOTHY ALFALFA

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

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Poultry Feeds

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The Albert Dickinson Co.

ESTABLISHED 1855

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MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA

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CLOVER—TIMOTHY

SEED CORN

From THE GROWERS DIRECT

Ask for Samples and Prices

FARMER SEED & NURSERY CO.

Faribault

Minn.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.50; two years, \$2.75; three years, \$4.00; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 25, 1917

OWNERS OF grain elevators owe it to themselves to have their property appraised occasionally, especially when values are changing so rapidly as at present, so that they may have a clearer understanding of the value of the property destroyed, should a fire take it away from them.

GRAIN DEALERS will find it to their business advantage always to bill out their grain as soon as loaded into cars, as the minute the bill is issued the railroad company is responsible for the full value of the property, and the amount of his fire insurance under existing policies on the balance of his property is thereby proportionately increased.

IF THE grain exchanges, the light houses pointing out the true value of grain, are to be closed, how will anyone know what is the fair value for grain? Fixing a minimum or a maximum price by government does not establish its fairness. If the grain growers of the world are to be encouraged to increase their acreage, which would seem to be the first thing necessary to the bountiful supply, then the maximum price must be left free from restriction.

EXPORT DEMURRAGE wud not accrue and no one wud have to pay it if the carriers and owners of terminal facilities wud provide the facilities needed to care for the traffic. The party who is directly to blame for any delay shud bear the penalty of his delay.

THE MEANEST man in Kansas is said to reside at Tipton, and both the health department and the State Council of Defense are after him with long gads. He has 5,000 bus. of corn on the ground and several thousand bushels of wheat rotting in an uncovered bin. What that man needs is a conservator.

THE CLAIM AGENT who is called upon to pay for the \$3.50 wheat used for track ballast as reported in our "Leaking in Transit" column this number will surely have a fit when the shipper supports his claim with the report from the manager of the Nickel Grain Co. When the millenium comes the railroad will wire shipper when it discovers a leak in a shipment, but until then it will admit no such waste.

SCALE foundations are not receiving the attention merited from elevator owners. The scale inspectors of the Illinois Grain Dealers Ass'n report that 85% of all scale troubles discovered in their travels about the state are due to defective foundations. In these days of high prices grain dealers have greater need of dependable facilities for weighing grain both in and out than ever, but they can not obtain accuracy without frequent inspection of and continual care for their scales, which includes the foundations.

THE ADVANCE in commission rates, against which shippers continue to protest, is in keeping with the advance in the cost of everything. Regardless of the increase in commission rates grain shippers, who handle high priced grain, must work on a much wider margin or go broke. The hourly vacillations of markets where the commission rates have not been advanced often exceed ten cents, so the shipper in establishing a margin which will insure him a living profit must protect himself as well as get the increased cost of doing business.

TEN DOLLARS, please, is the latest government hold up in North Dakota, where the new grain inspection law compels the grain dealer to pay \$10 per year for a license to grade grain, a duty he is now performing without tax. Under this law, which is published elsewhere, state inspection of every wagon load can be forced in any town where any individual will provide the scales and building, for the sake of the fees that he will collect for inspection. The grain dealer who qualifies for a license can collect the fees on every wagon load of wheat going into his competitor's elevator if the latter has no license.

THE INORDINATE delay of loaded cars both in transit and at the terminals by the carriers suggests the revival of the old demand that all demurrage charges be made reciprocal. Even freight traffic managers will admit that reciprocal demurrage charges wud force the purchase of much needed locomotives and box cars and thereby facilitate the movement of all freight.

THE DAILY NEWSPAPER, with its weakness for hysterical and wild statements, is probably as much to blame for the storing of flour by the indiscreet housewife, as any other factor, but of course it would not trace the prevailing high prices to its own headlines or hysterical articles, at least not until the grain exchanges are all closed and forgotten. The newspapers themselves are to blame for much of the panic in the present price. If the government does attempt to fix a maximum price, it would have to be very high, else some of the greedy farmers who are now holding their wheat for \$5 a bushel would refuse to plant more.

SOME OF the railroads are refusing to recognize the authority of the state railroad commissions or so-called public utilities commissions and thereby will cloud the legality of anything done by these commissions until the constitutionality of the laws establishing the commissions has been passed on by the courts of last resort. The railroads are weary of being dictated to by all the states, as well as by the national government, and evidently feel that they can secure fairer consideration at Washington than at the hands of the state commissions. No doubt it will require several years to determine just where the jurisdiction of the state commission stops and the jurisdiction of the federal commission begins, but when the lines are definitely drawn the public at large will be as much relieved as the carriers.

HEDGING transactions made on the floor of the grain exchanges are subject to arbitrary regulation by the officials of the exchanges or the government, which may interpose conditions and limitations that neither party contemplated when entering into the contract. This uncertainty deprives these sales for future delivery of their essential value as an insurance against loss, and makes them unavailable to the cash handler, who must turn to private contracts for sales to arrive as a protection against decline in the market while grain purchased in the country is in transit or temporarily in store pending shipment to the terminal market. Even the price made on a sale to arrive may be set aside by the government establishing a minimum, maximum or basic price. With all this uncertainty the farmer will soon be pressing the new crop on the market, and the grain dealer can afford to handle it only on a wide margin of profit.

ELEVATOR OWNERS who were unable to ship out their grain last spring, before the assessor came around, are now experiencing much difficulty in having their assessment reduced to a reasonable figure. The high prices effect such a great increase in the value of the elevator's contents that it compels every grain owner to sit up and take notice.

WITH THE exchanges closed or trading in grain for future delivery forbidden, how will the miller sell flour for forward delivery? How will the grain shipper determine what he can afford to pay for grain and hold it until cars are obtainable? Under existing uncertainties can you determine what it will cost to handle grain of the new crop thru your elevator?

GRAIN ELEVATOR operators of North Dakota should not lose sight of the decision of the U. S. Supreme Court which we have quoted frequently of late, to the effect that owners of private elevators cannot be forced to store grain for others unless they choose to do so. The North Dakota Railroad & Warehouse Commission persists in trying to bulldoze the elevator operators of that state into storing grain for all comers. Grain dealers who build grain elevators for their own use, are neither duty bound or law bound to handle any grain but their own. However, if the grain elevator operators of North Dakota do start to store the grain of others, they must store for all and at the rates fixed by the state.

INCENDIARY FIRES have resulted in the destruction of three elevators at Columbia, S. D., recently. The elevators at Kamrar and Pocohontas, Ia., were saved by the early discovery of burning papers and oil soaked rags. If a few pyromaniacs could be caught and thrown into the ruins of the buildings they burn, we would soon be free from cowards of this class. While newspaper agitation against the incendiary destruction of our food supplies has no doubt been directly responsible for some of the fires, still it is barely possible that others were due to an overzealous sympathy with our nation's enemy. The secretary of the Tri-State Mutual Grain Dealers Fire Ins. Co. has issued a special circular, suggesting to its policy holders the advisability of inducing the citizens of country towns to employ a night watchman to guard against fire as well as theft. The suggestion is a good one, but while the grain dealers are set on protecting their high priced grain from destruction, they should make a weekly inspection of their town's fire fighting apparatus to make sure that it is in working order, so that the fire can be extinguished when discovered, regardless of its origin. A weekly inspection of the hazards of their elevators and its fire fighting apparatus would also help to prevent many fires.

SOUTH CAROLINA has a law which penalizes the property owner or the tenant where each fire occurs \$3 for their negligence. While the fine is somewhat of a joke, the principle is one long recognized in Europe, where persons causing fires are held responsible for the damage to property of others. Even our incendiaries seldom get more than a reprimand or a trying day in court. When the cause of each fire is carefully investigated and the party responsible punished or fined heavily, the number of fires will be greatly reduced as well as the cost of insurance in mutual companies.

GRAIN DEALERS who ship wheat across state lines, owe it to their business to familiarize themselves with the federal grades, which will go into effect July 1st in the winter wheat section and August 1st in the spring wheat section, else they are likely to encounter trouble and loss. These grades appeared in the Journal for April 10. Buying by the new grades will necessitate the more general use of triers, moisture testers and tester kettles. Without them dealers must conduct their buying and selling in the dark. It is not expected that every lot of grain will be tested out carefully, but enough lots will be tested so as to train the judgment of the buyer. The general use of the new grades will insure more accurate classifying of purchases than ever before, and should lead directly to more efficient methods in every elevator.

SO MANY farmers have defaulted on their contracts for future delivery of grain to country elevators that every foresighted grain buyer must henceforth insist upon having contracts acknowledged in writing. The advances have been so great that many farmers have been unable to resist the temptation to take the grain, which they had already sold, to another dealer, for the purpose of getting the current market price. Some of them have made the egregious blunder of hauling the bulk of their grain to some other station, after they had delivered one or two loads to the first buyer. While it is possible in most states for farmers to kick out of verbal contracts when no grain is delivered, or money received, kicking is in vain after money has been accepted or part of the grain delivered. Of course, it is still incumbent upon the buyer to prove to the satisfaction of the court the terms and conditions of the contract, but if the farmer has accepted money or delivered part of the grain it proves the existence of a contract. Some buyers take the precaution to issue a check to the farmer whenever they contract grain for future delivery and mark on the face of the check, "First payment on 10,000 bus. of corn at 90c to be delivered in 30 days." When the farmer endorses the check to get his small earnest money, he acknowledges the contract.

FIVE DOLLARS a bushel is being asked for 1800 bus. of wheat by a farmer of Jay county, Ind. He is offered three. Will closing the grain exchanges induce him to sell for less or help buyers and sellers to learn what is a fair price?

FEW ELEVATOR men seem to recognize the value of the great advertising space which they have at their command, so some of them give it away, while others let it go to waste. There is no reason why a grain dealer should be so ashamed of his business or his name that he will not post both high on the town side walls of his elevator. It will help would-be customers to find him and increase his trade. It will make it easy for farmers to tell about his business and his methods to their brother farmers and may often protect him against a knock or a roast really intended for his competitor. Advertise your business name as well as the lines you handle to the entire town, and you will find it very helpful tho inexpensive advertising. Some of your fellow townsmen who are not your patrons will pass the message on to others.

Protest Against Railroad Interpretation.

The railroads' interpretation of what constitutes "adequate weighing facilities" provided for in the new B/L law, has met with pointed protest from the Western Grain Dealers Ass'n. The railroads have no more right to decide what is intended by the law than have the grain shippers, but it seems evident that they propose to refuse to issue a clean B/L until shippers go into court and establish the right of their present weighing facilities to be considered adequate under the law. Most of the roads are making many settlements on shortages disclosed by shippers' weights, altho by their action they declare their present weighing facilities to be inadequate.

It would seem to be the duty of the grain shippers to get together with the freight traffic officials and force a recognition of their present weighing facilities, or else a recognition of weighing facilities which it would be practical for the country elevator to install. Track scales are entirely out of the question. They are too expensive for country elevator installation, and they get out of order too easily to weigh accurately long at any one time. The shippers are not seeking an unfair advantage of the railroads, and it is not unreasonable that the railroads either show that existing weighing facilities are unreliable and therefore inadequate, or else declare for some weighing facilities within reach of the average elevator man. Their present position in favor of the track scale is absolutely untenable and ridiculous. The sooner shippers make a united stand in favor of some practical facilities, the sooner will the railroads recognize their mistake.

Too Many Side Lines.

It has become pretty well known that a thing cannot be in two places at one and the same time. This will apply equally as well to the mind of a man as to a stone or other inanimate object. The dealer who attempts to combine many side lines with his regular business will find it impossible to devote enough time and attention to any of them to return a profit.

Some things combine so naturally with the grain trade as to require little special study on the part of the dealer to keep in touch with conditions which affect them. Flour, seeds and almost all feedstuffs present few problems to the handler which his general knowledge of the grain business does not aid him in solving; but as much cannot be said for the oil game, the automobile business, and many other lines that are handled by grain men in some sections of the country.

It must be admitted that a casual observer does not know as much about the local man's business as does that man himself; but just the same the interested observer can see, many times, that some things around the elevator plant and in the grain office would certainly not be permitted long to exist, were it not for the fact that the man in charge is thinking more about another branch of his business than about the handling of grain. There will be found exceptional men who have the executive ability to choose and direct others to take care of these different branches, but that is another story.

Plenty of opportunities can be found at almost every local station to increase the business (and the profit derived from it) without going outside the realm of those things which are recognized as pertaining to the grain business. It is in that direction that the grain dealer's efforts should be directed if he deems it necessary to take on side lines. The other lines may appear to offer the prospect of greater immediate profits, but it should be kept in mind that success is not altogether a matter of dollars, but that he is most successful who best serves his fellows and who does most to render real, effective service to his community.

DID YOU notice how abruptly the price of wheat ceased advancing after the grain exchanges forbid their members trading in nearby futures? When mere governments insist upon regulating the price of wheat they must provide large stores of wheat and money in advance. As Supply and Demand recognize no laws or regulations other than their own.

JOE LEITER prescribes hanging for any man who speculates in foodstuffs. Joe tried to corner wheat seventeen years ago and his skin is still hanging on the pit fence, but this new kind of punishment for speculators is intolerable. Can it be that Joey has developed a revengeful spirit? It is very unkind of him.

Food Control Bill.

The administration food control bill as introduced in the House May 22 by Asbury F. Lever, chairman of the Agricultural Com'te, has been amended in the light of the information obtained at the hearings before the com'te, to make it more workable than the joint resolution No. 75, published May 10 on page 754 of the Journal.

The amended bill lodges the power in the President instead of the Sec'y of Agriculture. The amended bill retains the grain exchange closing section verbatim as published on page 747 of the Journal May 10. The price fixing sections of the bill follow:

Minimum Guaranty.

Section 12.—That, whenever the President shall find that an emergency exists requiring that stimulation of production is essential, that the producers of any necessities produced within the United States shall have the benefits of the guaranty provided for in this section, in order to stimulate production of such necessities, he is authorized, from time to time, to determine and fix and to give public notice of what, under specified conditions, is a reasonable guaranteed price for any necessities, in order to assure such producers a reasonable profit.

Thereupon the government of the United States hereby guarantees every producer of any merchantable necessities produced within the United States, for which a guaranteed price shall be fixed by notice in accordance with this section, that, upon compliance by him with the regulations prescribed by the President, he will receive for any such necessities, produced in reliance upon this guaranty, within the period, not exceeding three years, prescribed in the notice, a price not less than the guaranteed price therefor as fixed pursuant to this section.

In such regulations the President shall prescribe the terms and conditions upon which any such produce shall be entitled to the benefits of such guaranty.

For the purpose of making any guaranteed price effective under this section, or whenever he deems it essential in order to protect the government of the United States against material enhancement of its liabilities arising out of any guarantee under this section, the President is authorized, also in his discretion, to purchase any necessities for which a guaranteed price shall be fixed under this section, and to hold, transport, store, sell, dispose of, and deliver the same to any person or to any government engaged in war with any country with which the government of the United States is or may be at war, or to use the same as supplies for any department or agency of the government of the United States.

Maximum Limit.

Section 13.—That, whenever the President shall find that any extreme emergency exists requiring such action, in order to prevent or break corners or to prevent extortion, he be authorized, from time to time, to determine and fix and to give public notice of, what is the highest price at which, under specified conditions, it is reasonable to buy, sell, contract for, or otherwise deal in any necessities.

Whenever notice of any such price shall have been so given and shall remain unrevoked, no person shall, after a reasonable time, which shall be prescribed in such notice, buy, sell, contract for, or otherwise deal in any necessities designated in the notice, at a price higher than the price as fixed therefor in the notice.

Any person who willfully violates any of the preceding provisions of this section shall, upon conviction thereof, be punished by a fine not exceeding \$10,000 and by imprisonment for not more than four years.

In fixing any price under this section, the President shall consider the costs of production, manufacture and distribution and a reasonable profit thereon, and, in so far as practicable, shall safeguard the equities and bonafide investments of all legitimate interests concerned. This section shall not apply or extend to any farmer, gardener, or other person with respect to the products of any farm, garden, or other land cultivated by him.

THE ESCH BILL, giving the Interstate Commerce Commission control over car service, passed the Senate May 22, after having passed the House May 9.

Coming Conventions.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

June 21, 22.—Midsummer meeting Indiana Grain Dealers Ass'n at Indianapolis, Ind.

July —.—The Northwestern Grain Dealers Ass'n second week in July in the Yellowstone National Park.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 99475 passed thru Fortville, Ind., May 19, leaking corn badly at both side doors.—F. V. Hardin, mgr. Hardin Grain Co.

C. M. & St. P. 52622 is standing on our elvtr. track at Nickel sta. (Valparaiso p. o.), Ind., today (May 15). Was put in leakage last night on account of hot box. Wheat is leaking on the sides, one end, and bottom. Tried to stop the leaks, but car is in such bad order, it cannot be done. Notified the railroad company that the contents should be transferred to another car. The door posts are bulged out, also the sides and ends, and the bottom is in very bad shape. It does not leak while the car is standing still, but as soon as jarred, the wheat runs out in various places. A car-repairer came out to put in a new brass, and he told me this car had to be sidetracked at Osborne yesterday for a new brass. Osborne is east of Hammond, Ind., so it can be readily seen that the car has been switched around several times, and as above stated, whenever this is done the wheat starts running.—J. G. Bauer, mgr. Nickel Grain Co.

Orient 3279 passed thru Nevada, Ia., May 12 over C. & N. W. eastbound, leaking wheat at one end under shunting. Train didn't stop long enuf to repair.—Frazier & Son.

C. H. & D. 4520 passed thru Custar, O., May 11, leaking oats at draw bar.—H. E. Broome.

R. I. 33574 passed thru Adair, Ia., May 10, eastbound, leaking oats from door.—E. M. Kuhl, agt. Albers Commission Co.

Soo 18870 was set out at Clement, N. D., May 9, leaking badly at the draw bar.—W. H. Hazzard.

K. C. S. 12751 passed thru Blue Springs, Neb., May 9, on C. B. & Q. train 93, leaking corn at grain door and end of car.—E. A. Williams, mgr. Black Bros. Grain Co.

I. C. 24357 northbound on I. C. thru Elwin, Ill., on May 5, was leaking yellow shelled corn at bottom of north end of car. Train crew repaired car best they could before leaving this station.—G. S. Connard & Co.

— 75822, loaded with yellow corn, passed thru Onawa, Ia., May 8, going south on C. & N. W., leaking at side of car.—Farmers Elvtr. Co.

Georgia 7452 passed thru Parkersburg, Ia., Apr. 28, bound on I. C. R. R., leaking oats thru hole in side of car. We patched hole while they were taking water.—Anderson & Lynch, per W. L. Anderson.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Rules Governing Oats Grading.

Grain Dealers Journal: Where may we procure the rule governing the grading of oats?—R. T. Levy & Co., Knoxville, Tenn.

Ans.: The Federal grades for oats have not as yet been promulgated, and will probably not be until next spring, in time to grade the 1918 crop. Until they are established, the grades of the different states and exchanges will govern as heretofore.

Claim Against Road in Receiver-ship?

Grain Dealers Journal: We have presented claims to the claim department of a railroad which is in the hands of the receiver, and they have been promptly refused. Our attorney advises us that it is useless to bring suit because we would not be able to realize on a judgment after it was secured. He referred us to several cases of judgments held against a road in similar circumstances that they could not realize on them. Can we realize on a judgment?—Robinson Grain Co., Deshler, O.

Ans.: A receiver is an officer of the court and can not be compelled to pay a judgment. Whether a judgment creditor realizes anything depends on the value of the assets and the ability of the receiver to make the road pay out.

Clearance Between Track and Elevator?

Grain Dealers Journal: At Princeville, Ill., recently I noticed a railroad car standing beside the elevator the closest I had ever seen an elevator to the track. There was only 20 inches between the car and the elevator. What is the rule governing the clearance?—L. H. Benton.

Ans.: Rules prescribing minimum clearances were adopted by the Illinois Public Utilities Commission effective Feb. 14, 1917. Rule 207 provides:

Except as otherwise specified in these rules, the lateral clearances between all main tracks over which freight cars are handled, and subsidiary freight tracks, adjoining buildings and other structures on railroads which permit trainmen and other employees to ride on the tops of freight cars, shall be as follows: beginning at a point which is 21 feet 6 inches above the top of rail and 4 feet laterally distant from the center line of track, the side clearance line shall extend downward at an angle to a point which is 16 feet above the top of rail and 8 feet laterally distant from the center line of track; from a point 15 feet above the top of rail and 8 feet laterally distant from the center line of track, the side clearance line shall extend downward to a point at the base of rail which is 8 feet laterally distant from the center line of track.

In the case of main tracks over which freight cars are handled, and subsidiary freight tracks, on railroads which do not permit trainmen and other employees to ride on the tops of freight cars, and where an overhead clearance of less than 21 feet 6 inches is maintained, as permitted by these rules, the lateral clearance lines specified in paragraph 207 must intersect such overhead clearance line as may be established by the railroad company.

Attachment of Proceeds of Draft?

Grain Dealers Journal: On Jan. 11, we placed order for car of potatoes through a brokerage firm of this state, receiving a few days later, letter informing us that our order had been placed with a firm in Kansas, and a few days following we received confirmation of sale to us from the Kansas concern for the car of potatoes.

The price of potatoes advanced rapidly, and we made several demands on the seller before the car of spuds were shipped covering sale.

On arrival of car we asked railway agent to allow us to inspect but was refused on account of car not being shipped with privilege of inspection. We paid draft covering car of potatoes drawn by shipper made payable to their bank drawn on us and payable on arrival of car. On opening car we found potatoes in bad condition. They had evidently been frozen in transit or cellar frosted and in sorting there were left from $\frac{1}{4}$ to $\frac{1}{2}$ bushel of frozen spuds in each sack, which had thawed out in transit and rotted.

We at once brought suit against shipper and including in the suit, the bank in Kansas, in whose favor the draft was drawn, and attached proceeds of draft in our bank here.

Both parties being foreign concerns we proceeded to get service by publication. On day set for hearing the shipper did not appear, but the bank in Kansas was represented by a local attorney here. Their defense was that their bank had bought the draft, paid their money for same, and had not sold us any potatoes. The justice here gave us judgment for \$199 and costs in the action. Their attorney served notice of appeal, has made bond in the sum of \$500, and appealed the case to higher court.

If the JOURNAL has any decisions covering a case of this kind would like to have any information it can give us.

Our contention is: we have tied the proceeds of the draft, and that draft carried order to deliver car to us, and was on arrival of car draft, and that bank can be held for same.—Henryetta Mill & Elevator Co., Oilton, Okla.

Ans.: To succeed in such an attachment suit the buyer must show that the bank was not the owner of the draft, by proving that it was merely acting as collection agent for seller's bank which had not bought the draft but had simply credited the amount of the draft to seller's checking account.

If buyer can show this his position is as in the case of Lerman Milling Co. v. Stone's River National Bank, where the Court of Appeals of Alabama, in 63 South. 776, held:

"Where the drawer of a draft, when depositing it with a bank for collection, indorsed it to the bank and the bank credited the drawer as a depositor with the amount, the bank thereby did not become the purchaser of the draft, since its liability was not absolute, but conditioned upon the collection of the draft; hence the proceeds of the draft, in the hands of another bank to whom it had been forwarded for collection belonged to the drawer, for which he could maintain assumpsit, and, as such, was subject to garnishment by his creditor."

If the buyer cannot show this his position is the same as that of the buyer in the case of Tapee v. Varley-Wolter Co., where the Kansas City Court of Appeals, in 171 S. W. 19, decided

"Where a bank discounted a draft with a B/L attached, drawn on the buyer of potatoes from the drawer and the buyer obtained delivery of the potatoes after and by virtue of his acceptance and payment of the draft, the bank did not occupy the position of an intermediate purchaser of the potatoes, but rather as a holder of the B/L as security for the draft, and

hence was not liable to the buyer for alleged defects and deficiencies in the potatoes."

The defense put up by the bank's attorney will give the bank a reversal in the higher court unless the buyer by diligent inquiry of the originating bank can bring out new facts to show it was acting as collecting agent merely.

It was error for the buyer's attorney and the justice to ignore this side of the question.

If inquiry develops that originating bank was actually purchaser of the draft (which is seldom the case) buyer should drop his attachment suit and start suit against the seller.

It is more likely, in nine cases out of ten, that the seller had an account with the originating bank, which credited his account and merely acted as collecting agent. On this point the buyer needs evidence. The foregoing decisions are taken from among the many covering this point published in the book, "The Grain Shipper and the Law."

Form for Confirming Telephone Purchases Wanted.

Grain Dealers Journal: Please publish a practical form of confirmation blank, so that we can confirm the purchase of grain from farmer over telephone and make it stick. We would want it duplicating, so that we could have a copy and the farmer could have a copy. Would written confirmation establish the legality of a telephone purchase, if farmer did not sign confirmation or accept money as part payment on his sale? Hoping to see a good form in your column soon, we are, P. & B.

Spacing of Buckets and Speeds of Belt?

Grain Dealers Journal: I have an elevator leg equipped with 36x11-inch head pulley which runs 38 rev. per minute, the 10-inch belt carrying 5x7 Buffalo style buckets spaced 12 inches apart.

I thought of raising this head, making lift 63 ft. instead of 47 ft., as at present, and using the same boot and head pulley and belt, but the Omaha or Minneapolis V bucket, size 9x5.

What would be the proper spacing of the V buckets on the belt, and what speed should I have of the 36-inch head pulley, to get maximum capacity and proper discharge of buckets? What capacity would I have per hour and what power would be required to handle the load?

Of course I realize that it is not good practice to use so small a head pulley and that 60-inch would give me more capacity, but I desire to know what capacity I can get with equipment that I have simply by changing style of buckets.—H. E. Robberts, Blandinsville, Ill.

Ans.: A 36-inch head pulley should run 45 r.p.m. when using V buckets. V buckets, 9x5, can be spaced as close as 7 ins., center to center. The capacity will be from 2,000 to 2,100 bus. per hour.

The head pulley should be covered with rubber belt or other friction cover in order to get this capacity.—Burrell Engineering & Construction Co., Chicago, Ill.

THE STEEL STEAMER Columbia has been sold to the government by the Globe Grain & Milling Co. of Aberdeen, Wash., for \$625,000. This is the third time the vessel has been sold since the outbreak of the war.

THE NEW WAR REVENUE will impose a tariff of 10% ad valorem on all articles on the Free List, Canadian wheat included. At present prices the tariff on all wheat will amount to about 25 cents per bushel. This is practically a restoration of the Protective duty of 25 cents on wheat imposed by the Payne-Aldrich law of 1909.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Protests Against Closing Exchanges.

Grain Dealers Journal: We notice considerable agitation in the daily papers and trade journals of closing exchanges over the country. It seems that the agitators of this policy have forgotten all about the closing of the cotton exchange in the year of 1914 when the farmers were compelled to sell their cotton for less than the price of production, and we believe if the exchanges of all kinds are closed, we will see the country in a condition that will be very detrimental to the producer.

With the exchanges as they are now run the farmers have an idea of what they can expect for their crops at harvest time, but if this information is taken from the country, we can not expect the agriculturist to work with as good faith as they would if they had some idea of what they would receive for their crops. Respectfully, Easton Grain Co., San Angelo, Tex.

Cobs Give Cheap Steam Power.

Grain Dealers Journal: We have noted carefully the comparison between the costs of electric and oil engine power which appeared in the Journal May 10, pages 762-763, but our steam power is cheaper.

We require 25 horse power to operate our elevator, the equipment of which includes a large corn sheller. The boiler is 60 h.p., and the engine 25 h.p., driving the machinery by belt.

At Sedalia electric power is out of the question, the charge would be at least \$1 per horse power, and electricity costs 10 cents per kilowatt hour. According to the article in the Journal the oil engine power would be, at 25c per hour for an 8 hour day, \$2.

The operating cost of our steam plant depends almost entirely upon the amount of time required by a man to keep up steam, as there is no fuel bill. Cobs are brot by gravity from the cupola thru an 8-inch pipe into the cob house adjoining the boiler room. A boy whom we pay \$1.75 per day fires the boiler at intervals. Between firings he assists me about the elevator. The average monthly cost of water used in the boiler is \$7, or about 23 cents per day. Assuming that we charge \$1 of the \$1.75 per day paid the boy against the operating cost of the steam plant the total cost per day would be \$1.23, against \$2 per day for an oil engine.

While steam power is the cheapest for us it seems to me that the kind of power to be used in any elevator must depend upon the particular conditions existing in that particular location. In other locations the lack of an adequate supply of cobs might make steam power prohibitive. After using steam power I would never use any other.—J. E. Reed, foreman Sedalia Milling Co., Sedalia, Mo.

Wheat at \$3.50 in St. Louis.

Grain Dealers Journal: We sold Kansas No. 2 hard, 62 lb. wheat today at \$3.50 per bushel. Believe this is the highest price wheat has ever sold for in this market. Yours truly, Goffe & Carkener Co., St. Louis, Mo.

Difference Between Gambling and Speculating.

Grain Dealers Journal: You ask me when, in my estimation, a man becomes a gambler. John H. McHugh, secretary of the Minneapolis Chamber of Commerce, in an interesting treatise on functions of Grain Exchanges, makes a nice distinction between a gambler and speculator. He says that speculation consists in the assumption of a risk which already exists and must be assumed by some one, but the gambler creates a risk for the purpose of assuming it. The risks assumed by insurance companies, and the like, are speculative risks, while the risks assumed by race track bettors are gambling risks.

However, the law does not make any such distinction; the distinction it makes is that if the contracting parties contemplate the actual delivery of the commodity (let us say, grain) it is a speculation; if not, it is gambling. I have invested every dollar I can borrow of my friends in land, holding it for a rise. I consider myself an investor merely. However, I suppose I am as much a gambler as any pit scalper, for I am taking some pretty long chances. The farmer, too, is the same kind of gambler, and a more desperate one than any I know, for he is taking a chance on what the Lord will do to him from the minute he starts plowing till his grain is stored, and then he insists on taking still longer chances on what the grain traders will do to him.

What I meant was that the farmer will not sell his grain, but insists on betting against the board of trade speculator as to what the future price will be, while the elevator man who confines himself to the legitimate elevator business will hedge against his purchases and his storage tickets to avoid all speculative risks. I merely claim for the farmer the inherent right to speculate with his own grain if he wants to, and am finding no fault with the man who takes the other end of the speculative proposition.—Yours truly, W. H. Stutsman, Mandan, N. D.

Safety Block for Driveway.

Grain Dealers Journal: How would you like to be sitting in the wagon seat driving a load of grain up into an elevator and have the horses get frightened just as they enter the elevator so that the load gets the best of the team and runs back down the incline, which may be 3 to 10 ft. above the ground? This has happened at some elevators and may happen at your house.

Why not play safety first and use a block of some description to chock the wheel of the wagon? By hanging a block conveniently on a post or on the building at the foot of the incline the elevator operator or some other person who may be present can assist in stopping the wagon.

The block can be made as shown in the sketch herewith by sawing diagonally thru a short piece of 6x8 to make it three-sided. At the back bore a hole the diameter of a broomstick and use the handle of an old broom about 3 ft. in length securely fastened in the block to

slip the block under the rear wheel without endangering the person using the block. The block should be in a fixed place ready for emergency.—J. A. Eyer, Mendota, Ill.

Post Up on Federal Grades.

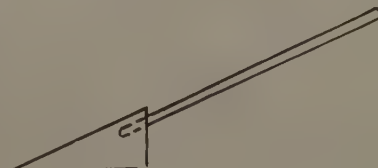
Grain Dealers Journal: In the past month the writer has called upon a great many country elevator men in the Southwest and it has been a surprise to find that so many are wholly unfamiliar with even the basic principles of the Federal Grain Standards Act. Grades which have been promulgated by the Sec'y of Agriculture under the authority conferred upon him by this act will become effective for winter wheat in interstate commerce on July 1. This simply means that the grain which passes from one state into another will be classified and graded according to the new rules; and it will be judged in the light of these rules when it is sold. This being the case, the country dealer cannot intelligently sell his grain unless he has a working knowledge of the rules by which it will be graded, and if he is unable to sell it intelligently he will find it just as impossible to buy the grain from the farmers on the basis of its true worth.

The grain trade now faces a multitude of conditions which will require extreme caution if trouble is to be avoided, and it is within the power of the dealer to place the grading of corn and wheat within the realms of scientific exactitude if he will but acquaint himself with the laws, rules and regulations which provide the only standard that has so far been available.

The dealer should look upon it as a duty to himself, to his brother dealers and to the farmers to provide himself with this knowledge. It is obtainable thru the various bulletins and announcements which have been issued by the Department of Agriculture; the principal grain trade journals have given it a great deal of space; and at every recent convention of grain dealers the matter has been thoroughly discussed. The utter lack of knowledge concerning it which is sometimes seen is inexcusable, and if the condition is not corrected it may become the cause of actual financial loss.

There are, no doubt, some things in connection with the Grades which will need to be changed when they have been given a practical test, but that fact makes it none the less necessary to know the grades as they now exist. Moreover, the man who becomes familiar with the grades as they now stand will more readily understand the changes which are made, if any there be, and thus will his efficiency be increased.—C. A. Lovell.

The federal rules governing the grading of wheat were published in the Grain Dealers Journal for Apr. 10, pages 574 to 577.



Safety Block for Driveway.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

Sacramento, Cal., May 5.—Crops in this country are a little below normal.—Perkins Grain & Milling Co.

San Miguel, Cal., May 7.—Wheat and barley crops will be short this season.—W. A. Wilmar, agt. Southern Pacific Milling Co.

CANADA.

Ottawa, Can., May 14.—The estimated acreage of wheat sown last fall is 813,400 acres, and the estimated damage due to winter killing is 187,000, or 23%, leaving 526,400 acres to be harvested. Condition Apr. 30 was 69%, lower than any year since 1909. In Ontario, Alberta, British Columbia, and Saskatchewan, only 20% of the spring wheat has been seeded, compared to 46% in 1916 and 86% in 1915.—Census and Statistics Office.

Gull Lake, Sask., May 12.—Spring work 3 weeks late in this district; about 75% wheat seeded; weather fine for past week and farmers rushing work rapidly; taking advantage of all the day light they can get; they have equipped their tractors with prestolites and are consequently working nights; seeding being done more rapidly than formerly; some grain up and shows an excellent stand; wheat acreage will be decreased about 15% and oats, barley and flax acreage will be increased correspondingly.—A. K. Airey, agt. Ogilvie Flour Mills Co., Ltd.

COLORADO.

Holyoke, Col., May 16.—Wheat and rye about normal. Very little being plowed up.—Paul Reimer, Holyoke Equity Merc. Co.

IDAHO.

Greer, Ida., May 5.—We expect all we can do this season.—Nezperce Rochdale Co., L. L. Ratcliffe, mgr.

Lewiston, Ida., May 15.—Reseeding and spring seeding about done. I expect about the same tonnage as last season.—Peter Muench.

Juliaetta, Ida., May 21.—Should be about 100,000 bus. of wheat, 50,000 bus. oats and barley and about 10 carloads of beans in this territory. Fall wheat was not hurt in this section.—P.

ILLINOIS.

Paxton, Ill., May 19.—No wheat in our territory.—Chas. Shelby.

Sandwich, Ill., May 22.—Conditions ideal for oats and corn.—Farmers Elvtr. Co.

Adeline, Ill., May 9.—Very little rye sown this year, about all in oats and corn.—John Anderson.

Penfield, Ill., May 18.—Only one wheat field here and that has now been sowed to oats.—Woods & Collins.

Block, Ill., May 11.—Oats look fine. Ground in good shape. Corn a little late.—A. H. Shelby, Coon Bros.

Springfield, Ill., May 16.—Ground is cold and all crops backward. Oats condition good, wheat improving.—C. J. Root, U. S. Dep't Agriculture.

Palmer, Ill., May 19.—Acreage about same as last year, but 60% will be plowed up and 10% put in corn, 10% in oats.—Farmers Grain Co.

Mt. Sterling, Ill., May 10.—No wheat this year. We will have to ship in our seed. Oats look fine and we expect a big crop of corn.—Ed. Pendleton.

Mt. Carroll, Ill., May 21.—Corn planting about done. Soil in fine condition. Corn is coming up rapidly, but dry weather is retarding small grain. Larger acreage than usual.—F. H. Colehour.

Blandinsville, Ill., May 17.—Crop conditions here quite favorable, with a large acreage of oats and corn but not over 1/3 of winter wheat crop.—H. E. Roberts.

Springfield, Ill., May 23.—Corn largely planted in all sections of state, and some is up in southern and central divisions. Oats growing nicely and wheat shows some improvement. Chinch bugs are appearing in central district.—C. J. Root, U. S. Dep't Agriculture.

Palestine, Ill., May 19.—Growing wheat improving; will make better than half crop, very little plowed. Oats and corn biggest acreage ever. Best prospect for rye and oats in 10 years. About 60% of corn is planted and all will be in by June 1.—Miesenhelder Bros.

Leland, Ill., May 22.—Slight increase in acreage of corn and oats, with a little spring wheat sown, which is unusual. Oats coming fine. Corn planting finished and seed tested about 100%. Seed beds are in good condition, and corn is making a quick start.—Leland Farmers Elvtr. Co.

San Jose, Ill., May 5.—But little change in wheat acreage here. Wheat started out poor but is improving greatly. Seems to be stooling well and showing thicker every day. Growth is slow. Prospects are for 65 to 75% crop. Oats acreage is slightly increased, looking good and prospect for full crop. Corn acreage increased 10%, and ground in good condition. Planting will be finished this month with favorable weather.—Allen Farmers Elvtr. Co., W. H. Scott, mgr.

Danville, Ill., May 23.—Between here and Attica, Ind., a distance of 40 miles, are only two wheat fields, balance having been plowed up. The plants in these 2 fields look in good condition, but the stand is thin. Oats are coming nicely, with large acreage. The yellow spots apparent a week ago have disappeared. Corn planting is finished, and several fields have corn up 2 or 3 inches, with a good stand and large acreage. Several good fields of rye along this route are in good condition and cannot be considered late. By the end of this week most of the fields will be in full head.—Lowell Eyer, mgr. J. E. Bennett & Co.

INDIANA.

Corydon, Ind., May 23.—Wheat crop short, about half crop.—E. Hickman.

Hope, Ind., May 15.—Wheat promises a yield of 65 to 70% on acreage of about 80%. Oats light, but a big crop of corn is being planted.—Stafford Grain Co.

Bicknell, Ind., May 19.—Acreage about 105% of last year, with possibly 2% plowed up either to corn or oats. Outlook is not for more than 40% of an average crop.—Chas. A. Philippi.

Berlien sta. (Angola p. o.), Ind., May 23.—About 2,000 acres of wheat, 3,500 acres of oats and 4,000 acres of corn here, with about 5% of wheat plowed up, altho it looks fairly good.—Home Grain Co., R. Bowles, mgr.

Williamsport, Ind., May 22.—No wheat here this year, but 10% increase in corn acreage. Farmers will be thru planting by May 20, about ten days late. Warm days and rains are bringing oats up to perfect condition, and it shows considerable improvement over the ten year average.—L. Eyer, mgr. J. E. Bennett & Co., Danville, Ill.

Evansville, Ind.—Grain dealers and farmers in this section estimate the yield of wheat in southwestern Indiana will be about sixty per cent of a normal crop. The grain in the lowlands is not looking as well as that on the hill lands. Many farmers in this section early in the spring plowed up their wheat fields and planted the same in corn.—C.

IOWA.

Vinton, Ia., May 15.—About 75% of corn has been planted and all small grain doing fine.—C. F. Beall.

Waukon, Ia., May 13.—Small grain looks good regardless of the cold and wet weather. Many meadows plowed and wet put to corn.—F. H. Nagel.

Libertyville, Ia., May 12.—Larger than average acreage of oats sown and a large acreage of corn will be planted.—A. H. Miller.

Des Moines, Ia., May 22.—Favorable weather brot crops very rapid growth and field work was rushed. About 70 to 75% of greatly increased corn acreage has been planted and early corn is up showing good stand. Winter wheat stooling nicely and all small grains made material improvement.—Chas. F. Marvin, U. S. Dep't of Agriculture.

Des Moines, Ia., May 15.—Corn planting is well started with the ground in excellent tilth. Planting will be general during the coming week and the bulk should be finished by the 23d. Increased acreage and the extra amount of plowing, however, will run planting up to the end of the month. The remnant of winter wheat is still improving and all other small grain is looking well. The acreage of corn, spring wheat, and oats will be larger than last year, but hay will be short. Some alfalfa is being sown with oats, the latter to be cut for hay.—Chas. F. Marvin, chief, U. S. Dept. Agriculture weather bureau.

KANSAS.

Shaffer, Kan., May 4.—All wheat here killed.—Kansas Flour Mills Co.

Kiowa, Kan., May 8.—Wheat promises to be a bumper crop.—C. W. Louisngnot, Kans. Flour Mills.

Webber, Kan., May 22.—Wheat acreage all put into corn and oats in this locality.—W. R. Kirkpatrick.

Washington, Kan., May 5.—Ninety per cent of winter wheat killed, replaced with oats and corn.—Duff Grain Co.

Willis, Kan., May 19.—About 20% increase in corn and oats acreage, but 85% of wheat plowed up.—J. J. Count.

Ash Grove, Kan., May 16.—Do not think this county will raise more than enuf for seed. Big acreage of corn being put out.—R. E. Terry.

Sterling, Kan., May 4.—Wheat will be 60% of a crop if nothing prevents, altho acreage less by 20% than last year.—The Farmers Co-op. Union.

Westfall, Kan., May 14.—We will not have enuf wheat in this county for seed. A large acreage of corn is being put in, and it is coming up nicely. Have plenty of moisture for the present.—A. E. Harmon, mgr. Farmers Grain & Supply Co.

Wilrods, Kan., May 18.—No wheat. Oats 10%, barley 10%, corn 50%, kafir 20%, maize 5%, sudan 5%, acreage increases. Abandoned wheat land will be put to spring crops. Weather unfavorable just at present for spring crops, but we have a good stand.—Gould Grain Co.

Waverly, Kan., May 18.—Wheat acreage is 45% above last year, with none plowed up and condition 95% of full crop. Oats acreage is 60% above last year and shows 85% of full crop. Corn acreage 20% less than last year and is not showing very good at this time. Still early. Grasses of all kinds are fine.—Star Grain & Lumber Co., A. C. Cook, mgr.

Whiteside, Kans. (Hutchinson p. o.), May 19.—In Reno county are approximately 164,000 acres standing in wheat, or a loss of 38% abandoned. About 30% sown to oats and balance to corn and kafir. Hessian fly is working in the wheat to a great extent, making it yellow and spotted. Expect about 10 bus. would be a big yield for the standing wheat.—W. L. Smith, mgr. Whiteside Equity Exchange.

Topeka, Kan., May 24.—Prospects are for a yield of 40,000,000 bus. of winter wheat, the lowest in Kansas in 20 years. Corn acreage will be larger than that of last year, altho the condition is given as 79.3%, which is 6.8% lower than last year. Oats condition is 83.3%, or 8.1% higher than last year. Barley acreage is increased. The first cutting of alfalfa promises well and is being harvested in many counties.—J. C. Mohler, sec'y Kansas State Board of Agriculture.

Williamsburg, Kan., May 18.—About the usual amount of wheat, with conditions good and none plowed up.—T. R. Martin.

MINNESOTA.

Dotson, Minn., May 10.—Increases in acreage this year are: wheat 2 to 5%, corn 5 to 10%, oats 80 to 90%, barley 100%. Wheat is above normal, and oats are doing fine.—J. L. Williams, mgr. Farmers Elvtr. Co.

Minneapolis, Minn., May 23.—Crop conditions thru Minnesota, North and South Dakota are very optimistic. Exceptionally good, deep roots have formed this spring. We believe that conditions are much more promising than at this time last season and fully as good as 1915, when the largest crop ever grown in the Northwest was produced. Our agents report an exceptionally heavy stand of all grains with conditions ideal.—Van Dusen-Harrington Co.

Minneapolis, Minn., May 16.—Temperatures in northwest have been right for steady and slow germination of seed and, having no rains, the roots have gone deep into the ground for moisture, giving a good foundation for a strong plant. The quality of seed used this year was very much below the average and its growth was the cause of much concern. But we have heard few complaints, and where properly sown and handled it has done exceptionally well. Where grain is above the ground it shows a good stand and color. In Minnesota and So. Dakota considerable corn has been planted.—Van Dusen-Harrington Co.

MISSOURI.

Clinton, Mo., May 23.—All 1916 wheat crop has been shipped.—Keyo Mill & Elvtr. Co.

Chloe, Mo., May 11.—Shortest wheat crop in years. Big acreage of oats and corn. Poor stand of corn.—R. S. Phillips.

Diggins, Mo., May 19.—Wheat poor, 20% plowed up and planted to corn. Remainder will make about 65% crop. Oats acreage 120%, corn 130%.—N. P. Jacobsen.

Cowgill, Mo., May 3.—Wheat outlook very poor. Some plowed for corn. Large acreage oats looking fine. Large acreage corn will be planted.—A. F. McCray Grain Co.

The writer spent May 17 in western Missouri and was agreeably surprised to see the vast improvement in wheat in the Missouri River valley. It has stood out wonderfully, so that fields that looked worthless now promise a fair crop and the good fields a bumper one. The plant is growing fast and harvest should be on about the first of July. The farmers have ploughed up most of the wheat on the uplands, for corn, but what is left looks good. There is an increase of 10 to 25 per cent in corn acreage and planting will be finished this week, and about the same increase in oats, which are very fine. With favorable weather, this country will raise the largest corn and oats crops in its history.—W. H. Perrine.

MONTANA.

Moore, Mont., May 17.—About ½ of fall wheat frozen out and will be planted to spring grain.

Bozeman, Mont., May 19.—All acreage about the same as last year. Seeding will be completed in another week. There should be about 100,000 bus. of wheat available for shipment.—The Bozeman Milling Co.

Merino, Mont., May 15.—Winter wheat is largely killed out and much reseeded will be done, tending to mix the wheat. Ordinarily this is a winter wheat country.—R. Bisson, mgr. Equity Co-op. Ass'n.

Straw, Mont., May 15.—Winter wheat quite badly killed out again this season. Will be heavy acreage of spring wheat, but spring very late; not much seeded yet.—E. W. Delong, agt. Montana Elvtr. Co.

Chadbourne, Mont.—Crops this season were about 45% yield, but of good quality. Handled about 20,000 bus. of spring wheat, 40,000 of fall wheat and about 10,000 bus. of oats.—R. F. Nelson, agt. Montana Central Elevator Co.

Lothair, Mont., May 12.—Fifty per cent increase in acreage this year.—International Elvtr. Co.

Conrad, Mont., May 12.—Late spring here and weather conditions not good. Look for large acreage.—R. R. Corry, agt. Greely, Schmidt Elvtr. Co.

Boyd, Mont., May 14.—Small acreage of winter wheat, mostly good with a few fields winter killed. Expect a good acreage of spring grains of all kinds.—R. S. Perry, agt. Occident Elvtr. Co.

NEBRASKA.

Wareham, Neb., May 16.—Oats looking fine, clover most all froze. Corn planting on in full blast.—W. A. Philpott.

Bruno, Neb., May 24.—Crops are O. K. Wheat winter killed, but corn and oats are in good shape.—V. A. Proskovec, agt. Nye-Schneider-Fowler Co.

Bruning, Neb., May 18.—No wheat here and wheat ground has been put to oats and corn, perhaps 80% of it going to oats.—Bruning Mill & Elvtr. Co.

Buda, Neb., May 18.—Only about 5% of winter wheat in this locality. About ½ oats and ½ corn planted on wheat ground.—S. C. Snedeker, agt. D. Wolt.

Minden, Neb., May 18.—All fall wheat was killed last winter. A large acreage was put to corn, oats, and some to barley.—F. M. Saum, mgr. Motala Farmers Co-op. Gr. & Supply Co.

Wilsonville, Neb., May 8.—Wheat prospects very poor; not to exceed ¼ normal crop; fully one-half acreage clear gone, and the other half will not make better than ½ normal yield.—S. A. Austin.

Cadams, Neb., May 18.—No winter wheat, some spring wheat and a 25% larger acreage of oats and 40% more corn. Spring wheat, oats and barley never looked better.—F. W. Rathbun, agt. Nye-Schneider-Fowler Co.

Burr, Neb., May 21.—Fifty per cent of wheat fields abandoned, and that left standing will average half a crop. The crop will be about 75% less than last year. The fields plowed up were sowed to oats and corn equally.—Carl Straube, mgr. Baker-Crowell Grain Co.

NEW MEXICO.

Albuquerque, N. M., May 5.—Wheat acreage 10% greater than 1916, with practically none to be plowed up; 25% more corn and 10% increase in oats.—E. W. Fee.

NORTH DAKOTA.

Hensel, N. D., May 10.—Corn outlook favorable so far as seeding is concerned.—R. B. Arnason.

OHIO.

Curtice, O., May 17.—Crops not looking very good.—H. G. Delong.

Luckey, O., May 7.—Wheat, oats and barley are looking good.—The Martin Co.

Jaysville, O., May 18.—No wheat acreage abandoned. Condition fair and improving.—A. D. McCool.

Jackson Center, O., May 18.—Wheat acreage about same as last year. Looks well. Big acreage of oats and corn, with lots of pastures and clover plowed up for it.—K. Shreikeld.

Elery, O., May 15.—Wheat is about 75% of average, oats are just coming up. Very little corn planted, but it will be above normal average.—F. A. Foster, mgr. Elery Farmers Grain & St. Co.

Amherst, O., May 9.—Wheat in fair condition, with about 10% larger acreage than last year, and very little to be plowed up. Oats acreage increased 15%, with about the same corn acreage. Early crops not doing well.—Amherst Supply Co.

Uniopolis, O., May 14.—Condition of growing wheat in Auglaize County is excellent, but only 50% of average acreage. Cool, wet weather past three weeks caused excellent root in both wheat and oats. Corn planting in full swing, with increase of 20% acreage and good soil condition.—Rinehart Grain Co.

Fort Loramie, O., May 9.—Wheat looks fairly good, and oats about all sowed. No corn yet planted.—John Bramlage.

OKLAHOMA.

Alva, Okla., May 7.—Wheat looks very fair at present.—E. P. Clark, mgr. Farmers Co-operative Ass'n.

Lahoma, Okla., May 17.—Wheat prospect is fair, but rain is needed.—W. T. Stoalabarger, mgr. Lahoma Grain Co.

Hollister, Okla., May 4.—Prospects are for not more than 33% wheat crop. Oats will be complete failure.—G. G. Black.

Devol, Okla., May 15.—Crop will be light but will have some wheat to offer from this point.—Lawton Grain Co., Lawton.

Geary, Okla., May 14.—Growing wheat appears to be suffering because of the lack of moisture.—E. R. Lehman, mgr. Geary Mill & Elvtr. Co.

Stillwater, Okla., May 16.—Local crop conditions excellent; perhaps best in ten years back. Look forward to a good business.—Stillwater Milling Co.

Alva, Okla., May 15.—We will not ship more than half as much wheat as in the average year, and to do that well we must have rain soon.—Geo. W. Crowell.

Shattuck, Okla., May 12.—This locality will not produce more than half of a normal wheat crop, with the worst damage showing north of town.—Ingle Bros.

Geary, Okla., May 14.—Wheat is heading, but the plant has not grown to its usual height and rain is needed badly. Corn is very backward.—H. V. Zobisch.

Woodward, Okla., May 12.—South of here wheat promises to produce more than 50% of a normal crop, while north of here it will not do so well.—L. O. Street Grain Co.

Avard, Okla., May 18.—Wheat around Blackwell is fine, around Cherokee good, but west of Cherokee it is light, from ½ to ¾ crop being a good estimate.—J. W. Collins.

Anadarko, Okla.—We have recently had a good rain, and our wheat prospect is very promising. Our corn, while backward, is coming up in good shape.—Daniel Vollmer.

Meno, Okla., May 5.—Wheat and oats looking fine. Weather unfavorable for corn; about 65% of the farmers are insuring their wheat against hail.—Farmers Elvtr. Co.

Fairland, Okla., May 7.—Crop prospects never better for bumper crop wheat, and oats; and corn planting about done, most of it up with a good average stand.—Geo. F. Milbourn.

Meno, Okla., May 17.—Wheat is rather spotted, but the general prospect is good and rain within a reasonable length of time will assure an excellent yield.—Farmers Elvtr. Co.

Woodward, Okla., May 12.—The condition of growing wheat in this territory is such as to compare favorably with that of the same date last year.—Mr. Walters of Woodward Cotton Co.

Strang, Okla., May 18.—About average crop of wheat, oats and corn in this section. None plowed up; in fact it looks above the average. Wheat is mostly headed.—Strang Comm. Co.

Grainola, Okla., May 20.—Our wheat is all very good; none plowed up; oats poor; some being plowed up; corn up; mostly a good stand and worked over; other crops started good.—B. H. Mears, Mears & Sons.

Hooker, Okla., May 18.—Very little wheat left in this locality. Little more than enuf to reseed if that much. An exceedingly large acreage of kafir and maize is being put out. Have had plenty of rain lately and prospects of growing are good.—Hooker Equity Exchange.

OKLAHOMA.

Alva, Okla., May 15.—Large increase in acreage of row crops in this territory.—L. L. Peters, mgr. Alva Roller Mills.

Lawton, Okla., May 15.—We will have some wheat but there is a great deal of spotted wheat in the state. The writer

went to Oklahoma City last week via Frisco, a distance of 90 miles, and did not see a field that looked like it would make over ½ crop; most will be less than ½ crop.—F. E. Humphreys, mgr. Lawton Grain Co., Lawton.

Geary, Okla., May 14.—Toward Enid from Avard growing wheat gradually showed better. Around Wankomls, usually a poor wheat country, it looks better than further south. Wheat is heading out rather short, but farmers are agreed that the prospects, especially in Garfield county, are equal to any recent year. Some say it will be the best ever. Between Enid and Geary some fields look good, others need moisture, but all better than further west. Along the Santa Fe from Higgins, Tex., to Woodward, Okla., wheat looks poor. Dealers say it is good south of the railroad but poor north. One dealer said wheat along the W. F. & N. W. northwest of Woodward will not return the seed.—L.

OREGON.

Metolius, Ore., May 9.—Crops looking fine.—C. R. Randall.

Oregon City, Ore., May 8.—The small amount of wheat planted last fall looks well.—The Portland Flouring Mills Co.

Haines, Ore., May 12.—Season a month late here, but heavy acreage is being sown under favorable conditions.—J. F. O'Bryant.

PENNSYLVANIA.

Shippensburg, Pa., May 17.—Coming wheat crop does not look as good as it did this time last year.—W. H. Fogelsanger.

SOUTH DAKOTA.

Raymond, S. D., May 18.—Crops are looking fine.—Farmers Elvtr. Co., A. C. Ruddy, mgr.

Delmont, S. D., May 7.—Most of winter wheat was frozen out and had to be re-sown.—Farmers Elvtr. Co.

Bonilla, S. D., May 18.—Small grain looking fine. Corn planting late, weather fine. Plenty of moisture.—J. E. Rush.

Waubay, S. D., May 18.—Seed rotting in the ground because of cold and wet. Only about 70% of normal will be sown to wheat and only 45 to 50% of normal spring wheat crop can be expected. Harvest and threshing will be from 15 to 20 days late and delivery to the elevator 30 days late because of labor shortage. Crop prospect poor all around.—Jorgen Federsen.

TEXAS.

Weatherford, Tex., May 5.—Wheat ought to make 15 bu. average.—H. J. Bradish.

Collinsville, Tex., May 4.—Crop prospects good.—J. E. Hammond.

Farwell, Tex., May 5.—Wheat will be very short.—C. R. Holman.

Byers, Tex., May 4.—Look for light wheat crop.—W. H. Dowlen & Sons.

Bryan, Tex., May 5.—Corn looks fine. Will have fully 50% more than last year.—H. T. Lawler M. & G. Co.

Bonham, Tex., May 5.—Small grain doing nicely. Will have about an average yield.—Smith-Moore-Williams Co.

Higgins, Tex., May 12.—A large increase in acreage of kafir and maize in this territory.—F. T. Ward.

Canadian, Tex., May 11.—Wheat condition is better than last year at this time.—Farmers Shipping Ass'n.

Comanche, Tex., May 11.—Very little oats here this spring. About half a crop of wheat.—Comanche Milling Co.

Canadian, Tex., May 11.—Our wheat condition is 50% of normal.—Edw. Balderston, agt. Gerlach-Higgins Mfg. Co.

Amarillo, Tex., May 9.—Wheat is coming out wonderfully. Estimates are the Panhandle will produce 15,000,000 bus. of wheat.—L.

Shamrock, Tex., May 8.—Wheat condition about 50% of normal. Large acreage devoted to kafir and maize.—Shamrock Mill & Elvtr. Co.

Crowell, Tex., May 5.—Wheat crop almost a total failure. Probably will harvest enuf wheat to seed the country.—J. W. Allison Grain Co.

Higgins, Tex., May 12.—Our wheat acreage is reduced 10%, but our present condition is 25% better than a year ago.—C. L. Tennison, mgr. Gerlach-Higgins Mfg. Co.

McLean, Tex., May 8.—Wheat is in good condition, a large acreage of corn, kafir and maize.—E. R. Eakins, cashier American National Bank.

Amarillo, Tex., May 7.—The Panhandle will produce 75% of a normal wheat crop, and because of the increased acreage it will ship more wheat this year than ever before.—J. N. Beasley.

Goodlett, Tex., May 18.—A 150% acreage was sowed and 100% of it still remains. Average yield will be about 10 bu. per acre. Cotton and feed planted where wheat plowed up.—C. S. Kines.

Godley, Tex., May 19.—Wheat acreage and condition about equal to last year, with none plowed up. Oats acreage increased some, condition about the same. Larger corn acreage, good condition.—J. T. Dillon.

Coldthwaite, Tex., May 19.—Wheat acreage increase about 25%, but 75% of it was plowed up and the rest will not make over 10 bus. per acre, and that will require two more good rains. Oats and corn acreage is about the same as last year. Abandoned wheat acreage planted to maize, cane and cotton.—J. C. Street.

WASHINGTON.

McAdams, Wash., May 10.—All spring grain here this year. Seeding late.—C. S. Bassett.

Prescott, Wash., May 6.—Season very backward, but grain is looking well. Harvest will be late.—Prescott Whse. Co.

Palouse, Wash., May 21.—About 50% of the 1916 acreage was sowed last fall, the condition now being about 60% of last year. About 60 to 70% of the winter wheat plowed up and sown mostly to spring wheat, the balance to oats and barley.—C. W. McFarland.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Block, Ill., May 11.—Corn pretty well cleaned out of country.—A. H. Shelby.

Odell, Ill., May 18.—20% of corn and 15% of oats at this station and in farmers' hands.—C. A. Vincent.

Ocoya, Ill., May 17.—About 40% of corn and 30% of oats still back in farmers' hands.—Farmers Elvtr. Co.

Blackstone, Ill.—About 10% of corn and 15% of oats still back in farmers' hands.—Blackstone Farmers Gr. Co.

Palestine, Ill., May 19.—About 6,000 bu. wheat in hands of farmers, and 8,000 corn, no oats.—Miesenheld Bros.

Leland, Ill., May 22.—About 15% of corn still in hands of farmers, with less of corn than of oats.—Leland Farmers Elvtr. Co.

Palmer, Ill., May 18.—No wheat to speak of; about 10% of oats and 20% of corn still in hands of farmers.—Farmers Grain Co.

Paxton, Ill., May 19.—Not to exceed 15,000 bus. corn and 25,000 bus. oats in farmers' hands. Corn will probably move next week.—Chas. Shelby.

INDIANA.

Bicknell, Ind., May 19.—No wheat and about 15% of corn left in hands of farmers.—Chas. A. Philippi.

Williamsport, Ind., May 22.—Less than 10% of last year's corn is left in the country.—L. Eyer, mgr. J. E. Bennett & Co., Danville, Ill.

IOWA.

Toeterville, Ia., May 8.—Will be light movement of oats and corn after corn planting.—H. D. Mundt.

West Grove, Ia., May 19.—No wheat in vicinity, about 35% of last year's oats and 35% of corn are in farmers' hands.—H. J. Southern.

KANSAS.

Willis, Kan., May 19.—About 10% of corn left in farmers' hands.—J. J. Count.

Sterling, Kan., May 4.—Farmers have on hand about 20,000 bu. of wheat and 8,000 or 10,000 of corn.—Farmers Co-operative Union.

MINNESOTA.

Dotson, Minn., May 10.—About 2% of wheat, 15% of corn and 20% of oats still in the farmers' hands.—J. L. Williams, Dotson Farmers Elvtr. Co.

MISSOURI.

Clinton, Mo., May 23.—Growing wheat is 10% lower than last year.—Keyo Mill & Elvtr. Co.

MONTANA.

Lothair, Mont., May 12.—Crop of 1916 amounted to 200,000 bus.—International Elvtr. Co.

Merino, Mont., May 15.—About 125,000 bus. wheat handled annually here.—R. Blison, mgr. Equity Co-op. Ass'n.

Enid, Mont., May 9.—This station bot 70,000 bus. of grain on track and elevator since Oct. 20, 1916.—C. R. Oliver.

Big Sandy, Mont.—Wheat and flax up to date this season from this station, 1,060,070 bus.—McNamara & Marlow.

Harlem, Mont., May 12.—The 1916 crop was about 425,000 bus.—M. L. Johnson, Johnson, Reed & Ekegren Elvtr. Co.

Straw, Mont., May 15.—About 80,000 bus. wheat shipped during the past season.—F. W. DeLong, agt. Montana Elvtr. Co.

Shepherd, Mont., May 14.—I expect to ship about 150,000 bu. the coming season.—A. C. Claffey, agt. Occident Elvtr. Co.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1916.	1915.	1916.	1915.
July 1 to Dec. 30.....	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,467,000
	1917.	1916.		1916.		1916.
Jan. 6.....	6,664,000	8,322,000		736,000	1,492,000	1,808,000
Jan. 13.....	4,930,000	7,680,000		535,000	1,555,000	2,095,000
Jan. 20.....	4,891,000	7,247,000		1,091,000	3,222,000	1,588,000
Jan. 27.....	5,383,000	7,029,000		1,556,000	1,838,000	1,946,000
Feb. 3.....	5,511,000	8,375,000		881,000	1,960,000	1,811,000
Feb. 10.....	4,375,000	8,046,000		1,343,000	1,779,000	2,010,000
Feb. 17.....	4,753,000	6,490,000		1,712,000	2,705,000	2,635,000
Feb. 24.....	4,122,000	6,450,000		1,321,000	1,779,000	2,104,000
Mar. 3.....	4,703,000	6,822,000		1,500,000	2,661,000	2,653,000
Mar. 10.....	4,679,000	7,415,000		1,540,000	2,917,000	1,834,000
Mar. 17.....	3,355,000	7,389,000		1,934,000	1,615,000	3,424,000
Mar. 24.....	4,387,000	7,449,000		1,602,000	1,839,000	2,551,000
Mar. 31.....	2,803,000	5,994,000		1,727,000	711,000	2,797,000
April 14.....	4,130,000	6,708,000		1,480,000	2,880,000	2,695,000
April 21.....	5,387,000	7,163,000		1,300,000	2,582,000	2,107,000
April 28.....	4,194,000	5,660,000		798,000	557,000	3,286,000
May 5.....	4,927,000	7,630,000		719,000	1,212,000	2,448,000
May 12.....	3,700,000	6,876,000		1,262,000	1,027,000	3,915,000
May 19.....	3,274,000	8,850,000		1,102,000	1,578,000	5,143,000
Total	242,438,000	308,500,000	48,790,000	30,877,879	98,298,900	89,371,000

Tunis, Mont., May 14.—Handled 33,000 bus. wheat, 1,400 bus. oats this year.—A. J. Graham, agt. Greely, Schmidt Elevtr. Co.

Baker, Mont., May 7.—In 1916, 450,000 bus. of grain were shipped from this station.—E. B. Burgeson, mgr. Equity Co-op. Ass'n.

Hobson, Mont., May 12.—About 250,000 bus. of wheat shipped from here last year.—F. M. Cook, mgr. Farmers Equity Society.

Ryegate, Mont., May 14.—About 370,000 bus. grain shipped in 1915, and 170,000 in 1916.—Ryegate Elevtr. Co., E. W. Wickstrum, mgr.

Big Sandy, Mont., May 7.—About 1,000,000 bus. of grain shipped from this station this season.—W. A. Schumann, mgr. Farmers Produce Co.

Rosebud, Mont., May 15.—Thirty-six cars of wheat and 5 cars of alfalfa seed were shipped out last season.—Wm. Bartz, mgr. Rosebud Merc. Co.

Barber, Mont., May 15.—About 95,000 bus. of wheat and 5,000 bus. flaxseed shipped from this station.—W. A. Clark, mgr. Farmers Elevtr. Co.

Ravalli, Mont., May 15.—Last year about 250,000 bus. wheat, 10,000 bus. oats were shipped from this station.—Beckwith Merc. Co., J. W. Carr, agt.

Rossfork, Mont., May 15.—About 100,000 bus. of wheat were shipped from here in 1916 and 160,000 in 1915.—W. E. Gage, mgr. American Society of Equity.

Musselshell, Mont., May 12.—About 184,000 bus. grain shipped from Musselshell elevator and 27,000 from Delphia.—Handel Merc. Co., W. F. Secor, mgr.

East Scobey, Mont., May 15.—This station handles about 500,000 bus. of wheat and 350,000 bus. of flaxseed per season.—W. A. Lannon, agt. Scobey Grain Co.

Ethridge, Mont., May 15.—About 125,000 bus. of grain marketed here this season. New country. We expect the acreage to increase every year.—Geo. A. Norman.

Big Sandy, Mont.—About 200,000 bus. of wheat, 40,000 bus. of oats and 75,000 bus. of flaxseed are shipped out of here annually.—J. A. Mahood, Rocky Mt. Elevator Co.

Fort Benton, Mont., May 12.—Benton station shipped about 500,000 bus. of grain, mostly wheat, between Aug. 1, 1916, and Apr. 30, 1917.—Greely-Schmidt Elevtr. Co., M. F. Greely, mgr.

Fort Benton, Mont., May 14.—This station will handle about 500,000 bus. of wheat from the 1916 crop, and we will handle 180,000 of it.—H. Hunkins, mgr. Farmers Elevtr. & Trading Co.

Louisville sta. (E. Helena, Mont.), May 16.—About 30,000 bus. wheat marketed here in 1916. Between 50,000 and 60,000 bus. should be marketed at East Helena next year.—J. S. Broberg, agt. Montana Central Elevtr. Co.

Valler, Mont., May 15.—Four elevators here, and last year each house shipped on an average about 12,000 bus. flaxseed, 138,000 bus. wheat and probably about 10,000 bus. of oats.—H. W. Pond, agt. International Elevtr. Co.

Red Lodge, Mont., May 12.—Have shipped to terminal markets since June 1, 1916, 86,000 bus. wheat, 27,000 bus. oats and 12,387 bus. of barley. We are now shipping in oats and barley for feed and seed.—Rock Creek Farmers Elevtr. Co., J. H. Hyatt, mgr.

Moore, Mont., May 17.—About 600,000 bus. of grain shipped from here annually, divided about equally between winter and spring wheat. Very little oats or barley. We have been shipping in feed.—H. H. Duncan, mgr. Moore Mlg. Co.

NEBRASKA.

Huda, Neb., May 18.—Wheat sold, corn 10% in farmers' hands.—S. C. Snedeker, agt. D. Wolf.

Bruning, Neb., May 18.—Not over 2% of wheat and 5% of corn left.—Bruning Mill & Elevtr. Co.

NEW MEXICO.

Clovis, N. M.—We ship 100 to 200 cars of grain annually.—Clovis Mill & Elevtr. Co., Lester Stone, sec'y.

Albuquerque, N. M., May 19.—No grain shipped out, all shipped in. Wheat and corn mostly.—Albuquerque Mlg. Co.

Las Vegas, N. M., May 14.—Very little wheat shipped from here. We have to ship in more than half of our wheat for milling. No corn shipped out, but some oats.—E. L. Beal, sup't. Las Vegas Roller Mills.

OHIO.

Amherst, O., May 9.—Grain scarce with farmers buying instead of selling.—Amherst Supply Co.

Elery, O., May 15.—90% of grain is sold from here.—F. A. Foster, mgr. Elery Farmers Grain & St. Co.

Jaysville, O., May 18.—A little oats in farmers' hands, but many are out and some are buying corn.—A. D. McCool.

Luckey, O., May 7.—Farmers are still holding some of their old grain, some for higher prices, others because it was impossible to market on account of car shortage.—The Martin Co.

PENNSYLVANIA.

Shippensburg, Pa., May 17.—Wheat crop is practically all marketed.—W. H. Fogelsanger.

TEXAS.

Farwell, Tex., May 5.—All maize and kafir out of producers' hands and has been shipped out of country.—C. R. Holman.

Malden, Wash., May 7.—Some had to reseed their winter wheat. Slightly over normal acreage.—L. M. Daniel, mgr. Milwaukee Grain Elevtr. Co.

Pasco, Wash., May 18.—Winter wheat acreage much reduced, and 50% of acreage has been reseeded to spring grass.—C. B. Shoemaker, mgr. Pasco Flour Mills Co.

WISCONSIN.

Wonebec, Wis., May 1.—Rye crop looks fine and should give a good yield.—H. H. Peters & Son.

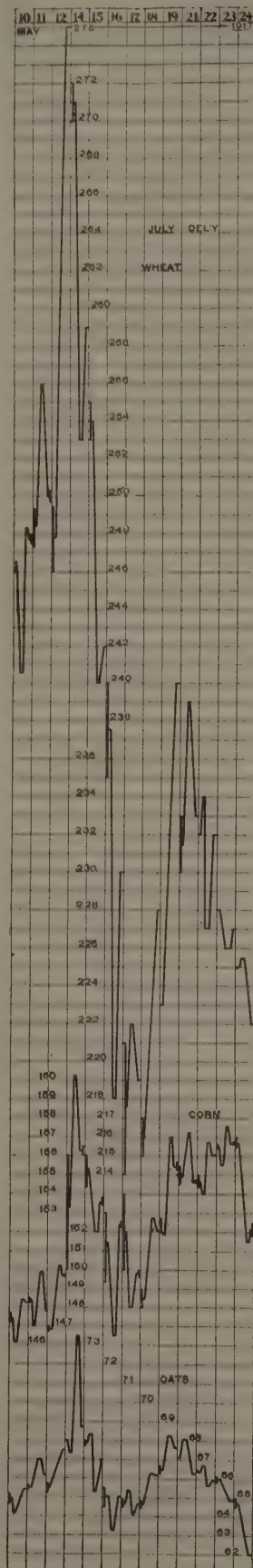
WYOMING.

Albany, Wyo., May 22.—About same acreage as 1916. Season backward. Increase in oats acreage.—A. C. Richards.

Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been:

JULY WHEAT.													
	May 10	May 11	May 12	May 14	May 15	May 16	May 17	May 18	May 19	May 21	May 22	May 23	May 24
Chicago	247 1/4	240 3/4	273	250	242	230	219	228	210	233	232	237	239
Minneapolis	278 1/4	270 1/4	294	276	250 1/4	241	240	248	208 1/4	261	251	243	238
St. Louis	238	286	269 1/4	281 1/4	262	246 1/4	245 1/4	250 1/4	274	265 1/4	255 1/4	247 1/4	241
Omaha	232	275	282 1/4	263	247	235	222	227	240	237	232	230	225
St. Louis	245 1/4	240 1/4	268 1/4	257	238	227 1/4	215 1/4	221 1/4	233	220	228 1/4	221	218 1/4
Kansas City	247 1/4	249 1/4	271	268 1/4	247	226	210 1/4	224 1/4	240	234	232	230	225
Milwaukee	247 1/4	250	274	259	242	230	219	228	239 1/4	233	232	227	221
Toledo	253 1/4	256	279	264	246	238	223 1/4	232	245	238	236	230	226
*Baltimore	330	335	354	342	325	312	301	309	321	313	311	306	299
JULY CORN.													
	May 10	May 11	May 12	May 14	May 15	May 16	May 17	May 18	May 19	May 21	May 22	May 23	May 24
Chicago	148 1/4	147 1/4	149 1/4	150	153 1/4	152 1/4	149 1/4	152 1/4	155 1/4	154	156	150 1/4	151 1/4
Kansas City	147 1/4	147 1/4	149	150 1/4	152	150 1/4	148	150 1/4	154 1/4	154	154 1/4	154 1/4	151 1/4
St. Louis	140 1/4	140 1/4	151 1/4	154	154	153	151	153 1/4	157	157 1/4	158 1/4	158 1/4	154 1/4
Omaha	147 1/4	147	149	150	152 1/4	150 1/4	149 1/4	152	155 1/4	154 1/4	156	157 1/4	152 1/4
*No. 2 Red Western.													



Oklahoma Dealers Hold an Enthusiastic Meeting

The twentieth annual convention of the Oklahoma Grain Dealers Ass'n was called to order in the Banquet hall of the Hotel Skirvin by Pres. D. J. Donahoe, Tuesday 2:15 p. m.

After reading a verse from the program on "If I know you and you know me," Pres. Donahoe introduced the Hon. Ed. Overholzer, Mayor of Oklahoma City, who welcomed the dealers to the city and invited them to come again.

In responding Pres. Donahoe congratulated the millers and grain dealers on the usefulness of their callings and the efficiency of their methods. He branded the man without useful employment as a parasite on society. He praised the millers and the grain dealers ass'ns for the splendid work being done in the improvement of business, methods and practices.

M. A. Beeson of A. & M. College in addressing the dealers on the Improvement of the Oklahoma Wheat Crop said,

The Improvement of the Oklahoma Wheat Crop.

There has never been the widespread interest in continuous grain breeding that there has been in livestock breeding and the production of pure bred seed is sadly neglected and a general deterioration of the productive power and quality of grain is everywhere noticed. Where do you find a farmer that takes the same pains in his pure bred seed that he does in pure bred livestock? Very few farmers realize the importance of planting pure seed and the consequence is that very few distinct varieties noted for quality and yield are known to many farmers. The farmers need to be impressed with the fact that it is just as important to plant pure bred seed as it is to raise pure bred livestock. Plant breeders have it within their power to make just as great strides and with their opportunity for dealing with such a large number of plants in a single year, they can reap results in a much shorter time than the animal breeder.

Some years ago Wisconsin Experiment Station set itself to breeding and improving strains of grain crops and it has bred a strain of barley that in a five year test on the farms of a number of the members of the Wisconsin Seed Growers Assn., has averaged a yield of 5¼ bushels per acre more than the best local barley and their corn in a five year test under farm conditions has given an average of 12 bushels per acre more than the best local corn grown in that state. What Wisconsin has done with barley and corn, Oklahoma can do with wheat. At least one-half of Oklahoma is well adapted to growing wheat and a large portion of the wheat area is better adapted to growing hard than soft wheat.

During the past two years the Oklahoma Experiment Station has been making a careful study of wheat conditions in the state and they have found that there is very little if any pure wheat grown in the state and in many instances the farmers are growing hard and soft wheat on the same farm. A large portion of the wheat is mixed or contains more or less yellow berry. Not only the quality of the wheat of Oklahoma is not what it should be but the yield is low. The average for the state is 12.5 bushels per acre.

The Oklahoma Experiment Station, realizing the need of improving wheat conditions of the state, has set about to breed pedigreed strains of both hard and soft wheats best adapted to Oklahoma. After the pedigreed varieties are bred and we have found varieties or strains that have superior quality, there will be need of a force of careful farmers to grow and disseminate this grain. In order to have such a body of helpers for growing pure seed, the Oklahoma Seed Growers Association was organized last year. The members of this association are composed of some of the best farmers from various sections of the state.

It is the policy of the Oklahoma Seed

Growers' Assn. to encourage the farmers to adopt and grow only one variety of pure bred wheat in each community or each locality or section which has a definite climatic and soil condition. And there may be established "Community Seed" which will be planted by all the farmers in that community. This will be a great advantage over the present conditions in which the rule is for every farmer to grow a different variety than his neighbor. At present much wheat is grown which is not well adapted to the local conditions and there is a great mixture of types and varieties, and because of the want of uniformity in type and quality all of the grain sells on the market at a relative low price which is fixed by the average quality of the crop rather than by the best wheat which the locality produces.

The Millers' and Grain Dealers' Assn. can aid greatly by getting the farmers to appreciate the importance of growing pure wheat with a superior milling quality, by buying all wheat on strict Government grain standards and by paying all wheat on a premium for pure wheat of superior milling quality, even when bought in small quantities.

V. E. Butler, Director of the Grain Dealers Fire Ins. Co., made an address which will be published later.

C. F. Prouty moved that the President appoint a com'te of three on Resolutions and that all resolutions must be referred to the com'te.

Pres. Donahoe appointed J. H. Shaw, M. E. Humphrey and C. W. Bleuler.

C. E. Munn, Federal Supervisor for Oklahoma City, in reviewing the principal provisions of the Grain Standards Act and the regulations thereunder said, You can sell your wheat by sample or type, but you must not liken any of your offerings to the Federal grades. You must not sell grain for shipment across state lines from one non-inspection point to another non-inspection point without reporting the essential particulars to the Sec'y of Agri. You can not sell grain for interstate shipment by private grade, but there is no objection to your using your private grades in intrastate shipments. Shipments from an inspection point to an inspection point may be inspected at either point the contracting parties desire, or at another inspection point in transit if preferred. You can not issue a grade certificate unless licensed by the Government to do so. You can use the grades in your invoices or letters. The Oklahoma Supervisory district extends west to Amarillo and south to the Texas line.

In the course of time you will readily differentiate between appeals and disputes. You need to understand that you must appeal from the grading of a licensed inspector when you do not agree with him as to the grade of grain he inspects. Appeals must be taken before the grain leaves the point of inspection and within 48 hours after the recording of the inspection. You may appoint an agent to handle an appeal for you.

A dispute is the difference arising between buyer and seller as to the grade of uninspected grain. The papers must be filed within 48 hours and before the car has left the point where the dispute arose.

No man connected with any grain firm can obtain a license to grade grain. But, if his application receives favorable consideration and he passes a satisfactory examination, a license will be issued to him to inspect grain. Shipments from a

point where a licensed inspector is stationed to another point having a licensed inspector may be inspected at either point as suits the parties to the contract. No grain can be shipped by grade in interstate commerce from an inspection point to a non-inspection point without first being inspected. All licensed inspectors are prohibited from issuing a certificate of inspection on cars so heavily loaded that a representative sample can not be obtained.

Chas. Quinn, Sec'y Grain Dealers Nat'l Ass'n, in discussing the Pomerene bill referred to the long prevailing hostility between the carriers and the shippers. Under the Pomerene Bill the carrier is now responsible for the acts of its agents. We thought we were going to get a clean B/L and supposed section 21 of the bill would secure it, but what constitutes "adequate weighing facilities" was left in the dark. To cover this point the Ashbrook bill was introduced in the last Congress and recently another bill, known as the Tillson bill, was introduced. Our Legislative com'te is now at work on a bill designed to define what shall constitute adequate weighing facilities.

The object of the Ashbrook bill is to give the Bureau of Standards control of what shall be standard weighing facilities. I believe the solution of our weighing problem will come about thru a conference of shippers with the railroad officials. The trouble is the railroad men do not understand the grain shippers and make little attempt to understand them.

Hon. John Fields in addressing the meeting on Oklahoma's Crop Conditions exhibited maps and stated that Oklahoma's moisture for the ten months preceding May 1 was below normal and the Government's estimate of the wheat crop can hardly be realized. Mr. Fields showed many charts illustrating most vividly the larger yields obtained from the same seed on same soil with early and thorough disking and plowing. He pointed out that better methods as well as better seed are needed.

We are beginning to recognize the waste in shipping out our wheat at the beginning of a crop year and shipping it or its products back before another crop is harvested. Such a practice may profit the railroads, but not the producers who buy food and feed. I think we should not tolerate such wasteful methods.

Adjourned to 9 a. m. Wednesday.

Wednesday Morning Session.

Wednesday morning's session was started with an address by W. G. Ashton, State Labor Commissioner on Safety First as It Applies to Our Industry; in the course of his remarks he said:

The cost has always been the bugaboo to the man called upon to safeguard his machinery, but if you will interview our local mills you will find that it is practical to protect machinery from operatives without an extravagant expenditure.

We are now working on a safety code for Oklahoma mills and elevators. We are striving to make these plants so safe that no one will come along in the future and ask you to change your safety devices.

We must next look to the workmen and induce them to exercise more care and help to protect the dangerous machinery. All accidents are not due to carelessness. Recently the steering gear of my car did not work smoothly. I put off repairing it until I turned over. Since then I have had the steering gear repaired.

You must help to educate your em-

ployees to the dangers of your plant. Persist in advising them of the dangers and schooling them in caution. Failing in securing caution and care it is up to you to adopt discipline. The number of accidents can and should be greatly reduced, but they are not. Only recently the casualty insurance rates were greatly increased because of the increase in accidents.

We have one hazard that has not been remedied. It involves the health of your employees, the explosion hazard of the plant. The dust of the elevator reduces the working force and strength of the employees and shortens their lives. Put in fans and remove the dust and you will have less trouble in keeping your helpers. Next month I am going to install fans in several elevators and conduct experiments at the expense of the state in hope of developing practical means of removing the dust. When we succeed the results will be given to you.

E. C. Eikenberry, Camden, O., President of the National Ass'n, in addressing the dealers said, the Nat'l Ass'n is now confronted by more serious problems than any time since its history.

A week ago Friday food control bills were introduced in the House of Representatives. Within ten hours the chairman of our Legislative Com'te was in Washington arranging for hearings. Looking to the promotion of your interests and mine, we appeared before the Agri. Com'te, but owing to the urgency of the war were unable to accomplish much.

The changed conditions under which we must do business during the war must be met with a patriotic spirit. Great power is to be placed in the hands of some one to attain the control of foodstuffs and you must stand ready to co-operate with that agency for the benefit of the nation.

Upon motion the President appointed as a Com'te on Nominations R. E. Nelson of Clinton, J. S. Hutchins, Ponca City, W. M. Randels, Enid, and Fritz Straughn, Oklahoma City.

John E. Swaim, Asst. State Boys' Club Agt., addressed the dealers on Organization of Boys Wheat Club for Oklahoma. We have had cotton, peanut and corn clubs for boys and in other lines, but now we are up to the organization of Boys Wheat Clubs. The farmers are averse to changing their methods and naturally opposed to new ideas in farming. It is easy to induce boys to adopt modern progressive methods and thru them to influence the father to better farming. We have one boy in Oklahoma, Herman Shokley, who joined the Boys Corn Club of his section altho opposed by his father. He finally was given an acre of ground and produced 72 bushels of corn, while his father on the adjoining acres produced but 46 bus. The following year his father adopted Herman's methods. Last year one boy of our Boys Corn Club produced 122.3 bus. to the acre, three other boys produced over 100 bus. to the acre. The average yield of the 3000 boys in our corn clubs of Oklahoma last year secured an average of 37.5 bushels.

We are about to organize Wheat Clubs for Boys and with the many prizes generously offered by the millers and grain dealers we hope to have a thousand boys enlisted in the cause of better wheat before another crop is grown. Within five years, with the cooperation and encouragement of the millers and grain dealers, Oklahoma will have much better wheat and larger yields.

Mr. Thatcher of Oklahoma City moved that Sec'y C. F. Prouty and Secy. Frank Fultz open subscription lists to receive subscriptions to the fund to provide seed and prizes for the Boys Wheat Club.

H. Dittmer, El Reno, seconded the motion and started the list with \$25 for each of his mills.

The motion was carried and \$335 was immediately subscribed. More is wanted and needed.

Adjourned.

Wednesday Afternoon Session.

The third session was started at 2:45 p. m. with the reading of the annual report of the Sec'y-Treas. which follows:

Secretary's Annual Report.

Never before in the score of years which have passed over the Oklahoma Grain Dealers Ass'n, have we faced the same problems which confront us today. Foolish indeed would be the man who would presume to foretell what the coming year will bring forth. Will our country be plunged into this war of nations which is convulsing the world, or will a merciful peace put an end to the holocaust across the sea? Whatever the passing days may develop, we do know that hungry peoples are looking to this country for succor and that Oklahoma must play her part in feeding the world. At present Mother Nature, as if to answer the call for aid, gives us promise of a bountiful harvest and upon us devolves the problem of how best to conserve it for our own and others' needs. Our Nation has called our young men to its defense and we may face the proposition of how to harvest the abundance of our fields. All these are questions which face us today, peculiar to the exigencies of the times. We all need cool heads and steady paddling to keep our various boats in the middle of the stream, and we must avoid crowding lending a helping hand where needed so that no catastrophes may occur.

The prospects of good crops and the abnormally high prices which foodstuffs are bringing are causing many to enter the grain trade and numbers already so engaged to speculate largely. From a business standpoint alone we consider this poor policy and would urge conservative methods for we feel that the wise dealer will wait for more stable conditions and a certain assurance of results.

These abnormal conditions have stimulated a feeling towards building country elevators. What will this eventually mean to the elevator interests of the state whose storage capacity scattered at every station within our borders, is far greater than the productions warrant? The granting of additional sites at points where the present capacity exceeds the production, is not advantageous to the carrier. It means more switching, more general expense without gain in tonnage, and lessens the value of property upon the carriers right of way.

Portable Elevators: A menace to the established elevator owner with an investment of thousands of dollars are taking the place of the scoop-shoveler of former years. These contraptions are light, easily moved from point to point as the crops may warrant, and their cost is small. Notwithstanding our worthy Corporation Commission upholds the owners and operators of such portable elevators and advises the carriers to erect or allow erected bins for their use upon railway rights of way, we still hold that the carriers are right in refusing to allow such contraptions to operate at points where permanent elevators have been and are in operation.

Ignorance of the law is no excuse for its violation, and ignorance of who is who in ours or any line of business should be as inexcusable. A great deal of trouble and dissatisfaction might be avoided if we were members to take the precaution to inquire into the standing of dealers before entering into a transaction with them. There are so many honorable and reliable dealers that one is foolish in wasting his time and possibly his money in dealing with others. We do not presume to say that all the reliable grain dealers in Oklahoma are members of this Ass'n, but we do say most emphatically that unless a dealer is reliable he cannot remain a member. The dealer whose intents and purposes are honorable and above suspicion will desire to associate with his fellows and do his part towards protecting their rights and furthering their interests as well as his own. Look up a dealer's standing before you do business with him. He will be glad to

have you do so if he is worthy your consideration.

All differences in the grain business can be traced directly to indefinite contracts. For instance, the purchase and sale of capacity cars has resulted in no end of controversy. The railroads are bound by their printed tariffs to protect their listed capacities and the fluctuation of the market is a stimulation to take advantage of this feature by selling a capacity car and then making requisition for cars of the least capacity which can be furnished and protected by the carrier. Why not eliminate all uncertainties and write your contracts in such a way that all parties thereto may know exactly what is expected of them.

Weights: Two years ago the Oklahoma plan of inspecting scales went into effect. This agreement was entered into between the carriers and Oklahoma shippers and its prime object was to establish proper efficiency of scales and weighing and avoid as much as possible claims for loss in transit. There are a number of our large shippers operating lines of elevators, who do not agree with this plan, nor have they ever given it a trial. The question I want to put squarely before you today is: Are we going to continue this arrangement with the carriers and if so we must give it our united support?

Some of our shippers who were enthusiastic in the beginning have later grown luke-warm on account, as they claim, of the carriers overstepping their rights in attempting, when inspecting scales, also to inspect the records of the elevator with the view of learning the amount of grain actually unloaded and weighed into the house. We believe it is the duty of the shippers of this state to do one of two things at this meeting, either continue this project unanimously or give it up entirely.

Legislation: The true meaning of organization and its effectiveness has been most clearly demonstrated the past season in the defeat of vicious legislation and the passage of beneficent measures. What one person cannot do alone, the support and combined efforts of many can bring about. We may learn a lesson from the experience to prevent a repetition of the same thing. Some of the bills which were presented before the last session of the legislature, and which were only defeated by most strenuous and persistent labor, would have rung the death knell of many lines of business, and have flung wide the doors to competition from everywhere. The cry of preparedness which is ringing in our ears today, well may be applied in this case, and we must look forward two years hence when our body of lawmakers will meet again. It is therefore up to us as citizens of Oklahoma as well as business men to take an active part in their choosing in order that vicious legislation will not predominate.

Export Demurrage: Wheat billed for export is allowed twenty days free storage after arrival whether it is unloaded into the elevator or remains on track. Any time the elevator or carrier's car is on track free time consumed by such cars may be deducted from the free time allowance in the elevator. The storage charges for each succeeding five calendar-day period or fraction thereof is one-eighth of one cent per bushel.

During the season just passed some controversy has arisen in regard to who should pay the storage charges accrued at the expiration of the twenty-day free storage allowance. For example: A broker in Oklahoma City purchases a car of wheat from Bill Jones, who owns an elevator in the country. The broker purchases this wheat delivered for export either New Orleans or Galveston on basis of destination weights and grades. The broker receives bill of lading covering the car of wheat, disposes of same to a second broker, endorses bill of lading and delivers same to second broker. The second broker may dispose of this car to the exporter and in the meantime the car arrives at destination and the twenty days free storage allowance has expired; therefore the question has arisen: Who is responsible for the payment of this excess storage? Some satisfactory adjustment to all parties concerned should be made at this meeting.

Transportation: The traffic and transportation situation presents a complex problem requiring close and careful attention. The past year has been a difficult one. The unprecedented movement of commodities coupled with the holding of cars at ports because of war conditions, and lack of shipping facilities resulting a year ago in car shortage, delayed movement of loads and congestion in railway yards and terminals.

The trouble commencing on Eastern roads increased until by September it spread to many Western lines and con-

tinued to a greater or less extent up to the present time, tho there has recently been a temporary lull, owing to the fact that crop movements have been over for some months. During this period embargoes were frequent and all interests have been making a study of routes and conditions. In an effort to relieve conditions in December, demurrage rates were raised by the carriers, with the consent of the Interstate Commerce Commission, to a scale making the charge for holding cars in interstate traffic \$5.00 per day after the first three days. In Oklahoma, due to the opposition of the Grain Dealers, Millers and others, the Corporation Commission, while permitting a raise in February, restricted it to a maximum of \$3.00 per day.

The higher charges on both state and interstate traffic were according to the statements of the carriers to expire May 1st, but new applications have resulted in the continuance of the \$5.00 scale on interstate traffic. Apparently the increase demurrage charges have done little or nothing to relieve conditions, the trouble being principally the lack of motive power and insufficient yard room. The slow movement of cars upon some lines averaged three times as long as under normal conditions, which is bound to result in car shortage, regardless of the holding of cars by shippers.

It is impossible to foretell the transportation conditions which may be expected by July and August. The war conditions may not seriously affect the situation, but on the other hand the recruiting of engineers and trainmen for service in France and the sending of equipment to Europe for use of the military together with the movement of troops and munitions in this country may have an important bearing upon the situation and result in severe tie-ups of the transportation facilities.

Advance in Freight Rates: We now have confronting us as proposed general advance of 15 per cent in all freight rates, to become effective July 1st, claimed by the carriers because of increased labor costs following the adoption of the Adamson Law, and increased prices of materials entering into railway construction and maintenance. Inasmuch as this is a uniform per cent increase it is probable that it will not seriously affect the situation, but naturally such a system of increase falls hardest upon those whose rates are now the highest. This objection is being considered by the Interstate Commerce Commission in a series of hearings in which data will be presented showing the situation on Southwestern Roads and it is believed that in the event that a general increase is granted that it will not be as great as 15 per cent.

District Meetings: A goodly number of district meetings were held during the year, and as we have done before we would emphasize the importance of these gatherings and urge that whenever possible you attend any held in your district. There are many problems which come every season, and a friendly discussion of the best solution is of benefit to all. You need the advice of your fellow members and they need yours, so be sure for these meetings when we meet them again next month, come yourself and bring your neighboring grain dealers with you. We have a promise from Mr. C. E. Munn, Supervisor of the Government Grain Grades Act in Oklahoma, to accompany your Secretary upon a series of district meetings throughout the state, which will be held during the month of June, or prior to the movement of the new crop. We feel the need of education along this line and that every shipper should understand the Grain Grades Act, and I know of no better way than to have them explained directly to the shipper.

Arbitration: If the twenty years of Association have taught us nothing else, they have strengthened the feeling of brotherhood and fairness in our dealings with our competitors. During the past year only one of our members has refused to arbitrate differences with a brother member and our Arbitration Committee has found it necessary to hold only two meetings during the year. We have ever contended that the dealer who is unwilling to arbitrate is not sure of his ground and feels that his transaction will not bear daylight.

The past year has from the elevator standpoint been generally a successful one. The quality of our grain was unusually good, resulting in fewer complaints than heretofore and little trouble has been experienced with inspection at destination points. Fewer defaulted contracts have been brot to our attention than in past years and on the whole we can say that the grain business in the state has been most satisfactory. We close the year with 215 members upon our list, 33 of whom are

new since our last meeting. We have lost by retirement from business or consolidation with other firms 23, leaving us a gain for the year of 10 members. There is still missionary work to be done and a number of firms who should be affiliated with us. Speak a good word for your Association. If it has helped you tell them so, and ask them to let your Secretary send them an application blank.

In closing I would thank the Officers and Members of the Association for their hearty support and for the willingness with which they respond when called upon.

"TREASURER'S REPORT."

Brought forward from May 1st,
1916, to May 1st, 1917.....\$ 749.50
Total receipts4,662.35

Expenditures:
Printing, stationery and
office supplies\$ 283.84
Office rent256.10
Postage114.33
Phones and telegrams....143.88
Traveling562.46
National Ass'n dues.....200.00
Annual Meeting, 1916.....82.45
Oklahoma Traffic Ass'n.....60.00
Secretary's salary2,400.00
Clerk hire480.00

Balance on hand.....\$828.79
Due Ass'n for quarterly dues.....\$125.00
If collected will leave balance of.....\$953.79

U. F. Clemons, chairman of the Auditing Com'te, expressed pleasure in reporting on the accounts of the Treasurer which he said were neat and accurate. He then read the Treasurer's Report:

Mr. Clemons moved the acceptance of the report. Carried.

As chairman of the Arbitration Com'te Mr. Clemons reported that the Com'te had during the year considered 13 cases involving \$4,500, while the Secretary had settled claims aggregating \$1,313.72. The Com'te has a balance of \$84.26 on hand.

The report was accepted.

Mr. Clemons from the Rules Com'te recommended the changing of Rule 21, relating to arbitration, so as to make it clear. The recommendation was adopted so that the rule as changed now provides as follows:

RULE 21.—ARBITRATION.

Section A.—Every person, firm or corporation admitted to membership in this Association, shall promptly and faithfully comply with and fulfill all business obligations into which he, they or it may enter either with other members of this Association or with non-members, and shall equitably and satisfactorily adjust and settle the same. He shall also submit all disputes of a financial, mercantile or commercial character, connected with or arising from any grain transactions, whether with other members of this Association or with non-members, when such non-members assent thereto, to the Arbitration Committee of this Association and shall promptly and faithfully perform the awards thereof, and shall observe and obey all the rules and regulations of this Association.

Section B.—Any member of this Association who shall neglect to appear for arbitration after a case has been filed against him or them, by a member of this or any other Association for a period extending past more than one session of the Arbitration Board, unless granted a continuance by the Board, shall be considered in default; when it shall become the duty of the Arbitration Board to take the evidence of the plaintiff and render judgment in accordance with same.

Section C.—Any member of this Association who shall refuse to arbitrate after a case has been filed against him or them by a member of this or any other Association, shall stand suspended from date of such refusal, and it shall become the duty of the Chairman of the Arbitration Board to take the matter before the next Annual Meeting and move that the suspended member be expelled from the Association.

Section D.—Any party against whom judgment is rendered as provided in Section B of this Rule shall have ten days in which to appeal the case to the Tri-State Board, as provided for elsewhere in the rules. If he does not take advantage of his rights to appeal within the specified time he shall stand suspended until such time as he satisfies the judgment against him; provided, however, that he

does not neglect or refuse to pay the judgment for a period of time extending past the next Annual Meeting of this Association, when it shall become the duty of the chairman of the Arbitration Board to bring the matter before the meeting and move that the delinquent member be expelled from the Association.

In the event that the decision of the Arbitration Committee is not satisfactory to either party the question may be appealed for final decision to the Tri-State Arbitration Committee by serving notice on our Secretary and proceeding in the same manner as the case was instituted before this Board. Provided, however, that the appeal shall be perfected within ten days from the date of the decision of the Arbitration Board of this Association.

R. E. Nelson of the Nominating Com'te reported for President U. F. Clemons, Marshall; Vice-Pres. J. D. Chalfant, Clinton; Secy.-Treas. E. F. Prouty, Oklahoma City. Directors: J. E. McCristy, Enid; Fritz Staughn, Oklahoma City; C. B. Cozart, Woodward; J. S. Badger, Pawnee, and J. D. Sanders, Minco.

Arbitration Com'te: M. C. McCafferty, Enid, Karl Humphrey, El Reno, and J. J. Stinnett, Oklahoma City.

Member Tri-State Appeal Board: J. H. Shaw, Enid.

All were elected without opposition. C. W. Bluley of the Resolution Com'te presented the following resolutions which were adopted:

Resolutions.

KEEP GRAIN EXCHANGES OPEN.

WHEREAS, the necessities of the world demand that the United States produce the greatest quantity of food possible and, WHEREAS, the grower of grain is sorely in need of every encouragement to plant a large acreage to grain, therefore be it

RESOLVED by the Oklahoma Grain Dealers Ass'n, in convention assembled this 23rd day of May at Oklahoma City, that we do hereby instruct our Secretary to notify each Oklahoma representative in Congress and the Hon. Secretary of Agriculture that we deem it unwise to place or even to threaten to place a maximum limit upon the price to be paid for farm products. Supply and demand have always proved the fairest factors in establishing market values, hence no effort should be made to ignore their influence. Be it further

RESOLVED, that the great grain markets of the world, our grain exchanges, should be kept open and running as usual to the end that the daily purchases, sales, offers and bids of the merchants of the world shall be recorded by a competent authority and the information given to the world.

This association takes this stand with a full realization that many of the people and the newspapers of the country are advocating a different course of action. We do not advise this course from selfish motives but because we believe firmly that the course we advise is for the best interest of the people as a whole. We feel assured from the experience we have gained from our line of work and from our knowledge of how a different course of action has worked in this world before that our proposal is for the best, and we do this with a full appreciation of the opposition to the ideas expressed in this resolution and with a full appreciation of the danger that our moves may be misconstrued but we would feel recreant to our duty if we were unwilling in this crisis to give the benefit of our best thought to the people.

CONSERVE GRAIN FOR FOOD.

In view of the fact that all agencies under control or influence of the Government are being urged in the strongest possible manner to increase production of all grains and required to conserve in every possible manner the use and supply of the same, we, the members of the Oklahoma Grain Dealers' Ass'n, in annual convention assembled, regard as a wanton and unnecessary waste the use of any grains for the manufacture of intoxicating liquor, and we demand in the interest and welfare of the Nation, that the use of any and all grains for the manufacture of intoxicating liquors be prohibited during the war. Furthermore, we are under obligation to supply the allies with a large proportion of our grain, we deem it in line with the policy above described to

make it a condition that such further or continued supply of our grain to the allied nations be predicated upon similar regulations being enforced by them, to the end that the total supply of grain available for the common cause be used for food only.

SYMPATHY.

The Oklahoma Millers and Grain Dealers, in joint convention assembled, do hereby express our heartfelt sympathy with our brother members, D. J. and J. J. Donahoe and their families in the bereavement recently suffered by them in the loss of our brother member, Ed. Donahoe, who has been a member of both organizations ever since their organization and by whose well balanced judgment and advice, it has been our fortune and pleasure to be guided in the many years of his usefulness to his family and to the Milling and Grain interests of the state. We miss his jovial presence in our gatherings and will long remember him as a friend and counsel.

It is hereby ordered by this joint convention that a copy of this resolution be spread on the records of this meeting and a copy thereof, over the signatures of the proper officers, be sent in due course to our Brother Members.

Resolutions favoring the buying of seed grain on the basis of true value, and thanking officers and committeemen for their faithful services were also adopted.

S. W. Hogan of the Weight Com'ite reported that the Rock Island and the Santa Fe are operating shop cars which will travel along their lines, inspect, test and repair the scales along their lines used for weighing grain. These cars will carry extra parts which will be used to replace defective parts while the defective parts are being repaired or renewed. So your scales can be used while new parts are being obtained. All for the small expense of cost plus 10%. You can not have your scales tested and repaired so reasonably anywhere else.

Some carriers are also employing carpenters continually to repair their cars in an effort to keep them in condition to transport grain without waste.

R. H. Drennan: I believe that when the railroads come to my elevator and take a load of grain they shud be required to deliver every pound of it at destination. I think we shud work for the Pomerene bill.

S. W. Hogan: Let us give the railroads a fair deal and then force them to treat our interests with fairness. It is my desire to promote friendly relations with the railroads.

D. J. Donahoe: Two years ago Mr. Maegly presented a proposition to inspect our scales and we accepted the proposition. The Santa Fe asks that we file a claim on every shortage. They watch the weights at every station and when they find the weights at any point wrong they make a careful investigation to determine the cause. Mr. Maegly was here yesterday and wants us to renew our arrangements for the inspection of our scales by the railroad inspectors and further they want us to have our scales repaired and placed in working order by their scale expert. I think their proposition is a very fair one and I move that we accept it. Carried.

J. S. Hutchins: I move that we continue the com'ite. Carried.

President Clemons: The same com'ite will be continued.

G. M. Cassity: The high cost of living is dissipating our Secretary's salary. He is getting old, the white hairs are coming and it is up to us to pay him enough so he can lay aside something for his old age. I move that we pay our Secretary \$3,000 a year and increase our dues to meet the increase. Carried.

Sec'y Prouty: It is said that the unexpected is always the pleasantest and I assure you this surprise is very gratifying. I think it will be unnecessary to increase the dues in order to meet this

extra expense and complete the coming year with a surplus. Applause.

Mr. Drennan announced a banquet and invited all the dealers to attend.

T. G. Moore, Ft. Worth: The Texas Assn. will hold its annual meeting at Galveston Friday and Saturday of this week and we invite all of you to meet with us.

The chairman was instructed to appoint a com'ite of five to cooperate with Mr. Swain in entertaining the Boys Wheat Club en route during its coming excursion.

Adjourned *sine die*.

Hoover to the Country Elevator Men.

Food Dictator Hoover announced May 20 that he had discovered that the country grain dealer is an indispensable link in the distribution of grain from grower to miller.

As a solution of the difficult problems Mr. Hoover suggested a conference of all the elevator men of the country who control 90 per cent of our total grain supply.

"We say to these gentlemen, that we appeal to your patriotism to become one link in a continuous chain which must lead from the producer to the consumer and to our allies in which every link must bend, but we do not propose that any shall bend more than is absolutely necessary.

"We desire that you shall undertake to buy the whole grain output of this country, such as comes to your warehouse and pay a fixed price, not a minimum, not a maximum; but to buy the grain at a price which we determine.

"Just as a hypothesis for discussion, we suggest as to the price determined something on this order: that we take the average price over a period of five or ten years, the pre-war price and that we add a blank per cent to that average price, such blank per cent as may be determined upon all sides as just, to cover the actual cost of production, to stimulate production and a right profit.

"Assuming that we had determined on \$1.40 or \$1.50 as the fixed price of wheat, for instance, the elevator people would pay this price, with proper adjustments for grades. They would receive the money by way of loans thru our banks, with support from the treasury, if it is necessary. They are at once relieved of the necessity of going to the produce exchanges and selling an option.

"The elevator business in this country is not in the main a speculative business. The elevator man buys his wheat and sells an option to protect himself. The whole business of the exchange under this arrangement would fall absolutely. There is no basis of exchange speculation. The grain is in the hands of the elevator. The elevator man on one side has paid the fixed price for the grain. He must add to that a proper charge for his grading and warehouse storage work, based on an equitable settlement with him. He re-sells to the miller at a fixed price again."

DEAN CURTISS of Iowa State College says: I think this agitation about fixing food prices is doing more harm than good. I think there ought to be prompt, definite, clean-cut action on the part of Congress fixing minimum prices. No maximum prices need be made for the farmer or producer. The prices paid the farmer will not be too high. Exorbitant or unreasonable profits by middlemen should be stopped.

Program Kansas Meeting.

For the 20th annual meeting of the Kansas Grain Dealers Ass'n to be held at Kansas City, Mo., May 29-31, with headquarters at the Coates House the following program has been arranged:

TUESDAY 2 P. M., MAY 29.

Address of Welcome, G. A. Carkner, Pres. Board of Trade, Kansas City.

Response: F. A. Derby, Pres. Kansas Grain Dealers Assn, Topeka.

Secretary's Annual Report, E. J. Smiley, Topeka.

"The Problem of Food Distribution at Home and Abroad," J. Ralph Pickell, Chicago, Ill.

"Official Grain Standards of the United States for Wheat," Dr. J. W. T. Duvel, Office of Markets and Rural Organization, Washington, D. C.

"Some War Problems in the Grain Trade," P. S. Goodman, Chicago, Ill.

"Why we should have a Domestic and Export Grade on Wheat."—L. E. Moses, President, Southwest Millers League, Kansas City, Mo.

Appointment of Com'ites.

WEDNESDAY, 10 A. M. MAY 30.

"Uniformity of Terminal Markets,"—C. D. Sturtevant, Chairman of the Trade Rules Com'ite, Grain Dealers National Ass'n, Omaha, Neb.

"Terminal Market Rules as Applied by Grain Dealers National Ass'n and Uniform Rules as Recommended by Advisory Com'ite"—V. E. Butler, Indianapolis, Ind.

WEDNESDAY, 2 P. M. MAY 30.

"Probable Result of Government Regulation of Prices and Closing of Boards of Trade,"—D. F. Piazsek, Board of Trade, Kansas City, Mo.

"Are the Carriers Entitled to an Advance in Freight Rates under Present Conditions."—J. B. McClure, Hutchinson, Kan.

"Our Country"—A. L. Scott, Pittsburg, Kan.

"Problems and some Observations Growing out of the War."—H. D. Yoder, President, Board of Trade, Topeka, Kans.

Wednesday, 6:30 p. m. Banquet Dinner at the Coates House given by the Kansas City Board of Trade.

THURSDAY, 2 P. M., MAY 31.

"Confessions of a Lawyer," George T. McDermott, Topeka, Kan.

"The Pomerene Bill"—Charles Quinn, Sec'y Grain Dealers National Ass'n, Toledo.

Export Contracts.

Secretary's Financial Report.

Auditing, Arbitration and Resolutions

Com'ite Reports.

Election of Officers.

Adjournment.

For a visit to the state penitentiary at Lansing special cars will leave at 3 a. m. Thursday. After going thru the penitentiary the grain dealers will visit the soldiers home and pass thru Leavenworth, returning to Kansas City about 1 o'clock.

Plan to Pool Box Cars.

A solution of the car shortage problem has been offered to the National Defense League by Henry L. Goemann of Mansfield, O. This plan is to pool all of the cars and establish a standard size for uniform weight of loading. Each railroad in the pool would be rated according to its quota. Then all cars of other roads on its line must be reported to the com'ite which would have charge of the pool, and this com'ite could either order the cars reloaded, returned to the home road, or diverted to some road whose supply of cars was below normal. Mr. Goemann contends that this would insure the continuous movement of cars.

This plan has been approved by the National Defense League, which has passed it to one of the subcom'ites for putting into effect.

A PROFIT of \$10,950 on a lot of 5,000 bus. of No. 2 hard wheat was made by M. T. McEldowney, a miller of Winchester, Ky. He bot the wheat last fall at \$1.16, stored it in an elevator until a few days ago when he sold it at a profit of \$2.19 a bushel.

Illinois Dealers Hold Big Meeting at Springfield

The 24th annual meeting of the Illinois Grain Dealers Ass'n was held in the Le-lan Hotel, Springfield, with over 500 in attendance. The clear sky and bracing atmosphere was as ordered, the business and entertainment programs were well carried out and all were delighted with the capital city's hospitality.

The business sessions were opened in the Banquet Hall Friday morning when President Dewein called upon the Rev. Granville H. Sherwood to deliver the invocation.

A representative of the Mayor welcomed the dealers to the city and T. E. Hamman of Milmine responded for the Ass'n.

Sec'y E. B. Hitchcock read his annual report which was accepted and ordered filed. From it we take the following:

Report of the Secretary.

Never has the importance of the grain trade of Illinois to the welfare of the nation been so great as it is at the present time, and as it will be during the ensuing period when the nation will be facing its biggest crisis.

What to do in the present national emergency is an individual question that concerns every one of us.

In these days when the calls for enlistment are heard on every hand, it is the natural tendency to answer those calls. It requires some courage not to do so. It is almost the way of least resistance, just now.

It is well to bear in mind that service to the nation is not to be performed only by the man who should a gun and marches to the front. President Wilson enunciated the correct idea when he addressed the nation with his appeal for a realization of how many things, how many kinds and elements of capacity and service and self-sacrifice are involved. There are things to be done besides fighting, and as he aptly put it, "the things without which mere fighting would be fruitless." Back of the trenches, behind the battle-line, there must be production and conservation and distribution of food and supplies adequate to care for the thousands who are lifted out of their usual employment and made government employees.

"Business as usual" is the right slogan. The course of trade must be more unhampered than ever before.

The need for business-like handling, marketing and distribution of grain was never greater. The duty devolving upon you as the middlemen of this grain state was never more apparent.

I am in close touch with the government at Washington, and with the state administration, and have offered my service to both, and have taken the liberty of assuring both that the members of this association stand ready and willing to perform such duties as are assigned to them, whether in the front lines of battle or in the rear trenches of the farms.

Second only in importance to the growing of food is the distribution of food. There, at present, our duty lies. Let us remember this during the days ahead, and have in mind that our weight of responsibility is heavy, and that conservation and economy in the handling of grain will mean real service to our beloved country.

The opportunity for co-operation in the grain trade is evident. It is a national duty now to put aside all petty conflicts and side issues which make for inefficiency, and work together in harmony for the main cause. More than ever before there is need today of intelligent competition, of sane business, of real co-operation within the trade. Let us make that our contribution in this time of supreme test for the nation.

Because of the national need for united action, it is a matter of special pride to be able to report that never before has the ass'n been in such flourishing condition.

Our campaign for new members has been peculiarly timely. The trade has been prosperous and successful in general during the past twelve months. Many who

have not previously affiliated with us have come to grant the value of the association, and to appreciate that now is the time for grain dealers to pull together for their own good, for the general good of the trade and for the greater good of the nation.

The success of the membership campaign means much to every one of you. That campaign will continue—not so strenuously, perhaps, but without interruption—until every desirable grain dealer in the state of Illinois who is regularly engaged in the business of buying and selling grain is a member of the association. For that continued campaign I ask and shall expect the loyal co-operation of every member of the organization.

The ten association districts have been used during the most active part of the campaign, a chairman being named for each district, with several assistants named to aid him. It is a regrettable fact that in some districts the chairman has had to do all the work.

The campaign has developed some fine association workers and the Secretary has discovered valuable material for future use.

The results of the campaign follow, the report being by credits to the workers who have landed the memberships:

B. L. Christy, Viola—9.
R. C. Baldwin, Bloomington—5
L. E. McAtee, Rantoul—4.
B. P. Hill, Freeport—3.
J. A. Waring, Peoria—3.
U. J. Sinclair, Ashland—2.
E. E. Schultz, Beardstown—2.

E. M. Wayne, Delavan; Lee G. Metcalf, Illinois; H. I. Baldwin, Decatur; H. S. Antrim, Cairo; J. B. Stone, Mattoon; J. A. Harlan, Cheneyville; F. S. Shultz, Shipman—1 each.

The campaign chairmen were the following, all of whom worked hard and have the hearty thanks of the Secretary for what they undertook to accomplish: District One—B. L. Christy, Viola; District Two—E. M. Wayne, Delavan; District Three—B. P. Hill, Freeport; District Four—Frank Baker, Chicago; District Five—R. C. Baldwin, Bloomington; District Six—C. R. Mitchell, Ashmore; District Seven—Victor Dewein, Warrensburg; District Eight—U. J. Sinclair, Ashland; District Nine—Trave Elmore, St. Louis; District Ten—H. S. Antrim, Cairo.

The headquarters office succeeded in bringing in 35 new members and eleven reinstatements.

The total number of new members and reinstatements during the fiscal year May 1, 1916, to May 1, 1917, is 81. This is not quite the 100 new members that we started out to get, but the total is certainly satisfactory.

By the addition of these new members, more than 150 elevators have been added to our lists, and we can point with pride to the fact that over half the grain elevators in the state are now represented in this association. We are also glad that we have been able to add several farmers' elevator companies to our rolls during the year.

The Bureau of Legal Advice has assumed great importance recently, because of the many and varied questions which have been vexing the trade, owing to exceptional business conditions. I have on file several hundred letters and answers which prove conclusively the value of this Bureau, which is so efficiently headed by the counsel for the association.

The Claims Bureau has increased in value to its patrons. A strong bureau for the collection of loss and damage claims is a real asset to our work. The power of united action is best demonstrated by this Bureau. File your claims through your association's Claims Bureau, and save yourself time, trouble and expense—for you may rest secure in the knowledge that no stone will be left unturned to get you full justice.

The Scale Department has just closed its biggest year's business. We are indeed fortunate in having as inspectors two men who are able, conscientious and thorough. Every dealer should have his scales—both his receiving scales and his shipping scales—tested twice a year before the movement begins and some time during the busy period as a precautionary matter.

Crop Reports.—Within a month we will issue our first crop report for the present

season. It is my hope that we may have prompt answers from every member to the monthly inquiries as to crops in each vicinity, so that the reports issued by the Bureau of Crop Reports may be comprehensive and authoritative.

More and more we have come to use the arbitrary divisions of the state for our association work, using ten divisions; and the making of these divisions a permanent plan will facilitate all our work immensely.

Arbitration of trade differences is an established fact, not only in our business but in every other line of organization. Our rules are fair to both sides and our committee, composed of men who understand the grain business and know the trade rules, renders sane and cool judgments that establish precedents for the future and make for harmony in the trade. There is no such thing as a cause which cannot be arbitrated. Where two minds differ is where the Arbitration Department operates with fairness to both, and sets forth the correct basis for adjustment. The Arbitration Department is the grain man's court. It is plain, common sense to use it whenever a controversy arises.

The Traffic and Service Bureaus mean just what the names imply. Your traffic problems have prompt attention in the Traffic Bureau, and your needs for special service will be met by the Service Bureau. Use both when necessary.

Executive Com'te: The association is particularly indebted to the Executive Committee, which has handled the biggest and most important matters with effective dispatch and careful attention. This committee's appearance before a committee from the association of presidents of Illinois railroads has done more than can yet be measured to establish good feeling and friendly co-operation between shippers and carriers. The ancient feud is about to end and there is coming for all of us better relations with the railroads, as a result of their splendid presentation of the cause of the grain shipper to the railroads.

Your board of directors and your officers, one and all, have rendered splendid service at all times. They have always been prompt in answering the frequent calls sent out from the Secretary's office, and their business sense and broad-mindedness have guided the association through many trials and tribulations. In the retirement of Pres. Dewein this year we shall lose an able chief, whom it will be difficult for anyone to succeed.

Your Secretary is deeply indebted to each individual official for his stalwart support and his wise suggestions, and takes this opportunity to publicly express his sincere gratitude for this valiant assistance throughout the year.

The same thanks is gratefully rendered to all the committeemen, and to the loyal members of the association for their good spirit and friendly co-operation.

Without all these able assistants and advisors, the successful year which we have just ended would have been impossible. With them, the difficult and trying work of the Secretary's office has been made a pleasure and a satisfaction to him.

FINANCIAL REPORT FOR FISCAL YEAR 1916-1917.

RECEIPTS.	
	1917.
Dues of members.....	\$ 7,394.00
Fees, new members.....	260.00
Arbitration.....	121.65
Advertising.....	1,587.00
Claims fees.....	1,040.71
Scales.....	196.88
B/L attachment.....	1.03
Shipping orders and car requests.....	2.79
Sale of emblems.....	10.00
Sale of directories.....	20.00
Legislation.....	
Refund.....	124.53

Total receipts.....\$10,758.59

DISBURSEMENTS.

1917.	
Office supplies.....	\$ 515.92
Officers' expense.....	605.99
Postage.....	392.59
Stenographer.....	770.85
Annual convention.....	215.24
Rent.....	202.03
Refund.....	15.00
Telephone, telegram and express.....	21.23
Assistant Secretary.....	65.00
Printing.....	356.21
Secretary's salary.....	2,291.59
Secretary's expense.....	1,377.17
Directory.....	1,265.05
Dues to National Associations.....	380.00
Claims.....	1,435.19
Overdraft to former treasurer, C. C. Miles.....	12.75

Total disbursements.....\$10,118.81
Bal. on hand May 1, 1917.....\$831.19

In addition, I have to report: 39 dealers' meetings held; attendance 829. 460 calls on dealers; distance traveled, 17,947 miles; By train, 15,806 miles; by automobile, 2,141 miles. New members, 81; transfers, 21; reinstatements, 11. 5 members' resignations were accepted; none expelled. Membership register: Country shippers, 426; receivers, 176. Total, 602. Advertisers, 114. Behind with dues, 30.

In making this general resume of our activities during the past year, we should not only cast up our totals of accomplishments, but should also look ahead into the future and plan for it. I submit, in closing, the following suggestions:

As An Association.—Let us fight the good fight for the betterment of the grain trade along every line, and let us leave no stone unturned to gain for our business its fair status in the courts, as well as in commerce and finance.

Let us improve and broaden every branch of association work so that every need of the grain trade can be met promptly and with effectiveness.

Let us so continue this organization that it will be still further recognized as an association of good business men, banded together for their general improvement and for greater public service.

As Individuals.—Let us strive for greater efficiency and let us establish and maintain better facilities for the handling and marketing of grain.

Let us try to make every member of the association a manufacturer of quality, by the intelligent grading of grain as it is received from the farms, thereby establishing our brands as marketers of grain, just as surely as though we were millers of grain.

Let us encourage our farmers by every legitimate means, but let us realize that we are not bankers, and that we should refuse to advance money on future crops or buy something that may be but isn't yet.

Let us say to the grower of grain—"Grow better grain and more of it, and I will grade what you bring me with conscientious integrity, so that you will profit by improving your quality, and need not feel that you are on the same plane as the fellow who doesn't care."

Let us preach the gospel of the validity of contracts, not only by making the other fellow observe his, but also by living up to our own.

Let us back the association and patronize its bureaus, realizing that in union there is strength and that in such an organization, loyally supported and intelligently forwarded, there is power.

Let us conduct our business in every detail so that we shall merit and gain the approval and good-will of our communities, and render efficient service to state and nation.

Let us strive to make our membership in the Illinois Grain Dealers' Assn mean something more than it has meant before, by

reason of our representative activities and our individual and collective standards of Justice, Equity and a Square Deal.

Treasurer Wm. Murray read the totals of the financial report given in the Sec'y's report. This report was received and filed.

The Sec'y read the report of the Finance Com'te which had audited the accounts of the Ass'n. Accepted.

RESOLUTIONS RECOMMENDED BY DIRECTORS.

C. F. Scholer, Farmer City, read four resolutions, recommended by the directors which were adopted without opposition. The first resolution provided for changing the constitution so that the board of directors would consist of ten directors and three officers, the president, vice-president and treasurer. The officers will be elected annually and five of the directors will be elected each year for two years.

A membership committee of ten members and a chairman, a crop reporting committee of ten members and a traffic committee of five members, also rules for the guidance of these committees were adopted.

The state was divided into ten districts, for the purpose of facilitating the various branches of association work. Membership fees were fixed at \$5 for each firm, with annual dues of \$12.

In the absence of Chas. J. Brand, chief of the Bureau of Markets, W. F. Carroll, Supervisor, of Chicago, addressed the dealers on the Administration of the Grain Standards Act. He said:

Administration of U. S. Grain Standards Act.

The Grain Standards Act provides that whenever standards have been fixed and established for any grain in accordance with the act, no person (with two exceptions) is thereafter permitted to ship or deliver for shipment in interstate or foreign commerce any of such grain which is sold, offered for sale, or consigned for sale by grade unless the grain is inspected and graded by an inspector holding a license from the Sec'y of Agriculture, and grading grain in accordance with the official grain standards established by the Sec'y. The two exceptions where grain need not be graded by a licensed inspector are: first—when such grain is sold by

sample or type; and second—when the grain is shipped by grade from a point where there is no inspector to a point where there is no inspector. The fact of the whole matter is that if the grain is sold by grade and inspection services by a licensed inspector are available, the grain must be inspected somewhere between the points of shipment and destination, but the choice of places is left to the interested parties.

The act also provides that when grain is merchandised by grade for interstate or foreign commerce the official grain standards of the United States must be used in all such transactions and all other standards are prohibited. No person is permitted in any oral or written contract, certificate, shipping documents or in any writing whatsoever relating to the shipment or delivery for shipment in interstate or foreign commerce of any grain for which standards have been established, to describe or in any way refer to any such grain as being of any other than a grade in the official grain standards of the United States. This portion of the act positively prohibits the use of any grades established by Chambers of Commerce and State Inspection Departments in interstate or foreign commerce as soon as there are official grain standards of the United States for that grain.

For the efficient execution of the provisions of the act, the Sec'y of Agriculture has now divided the United States into thirty-two districts. Each of the districts is in charge of a supervisor who is, for the purpose of the act, the designated agent and local representative of the Sec'y for the particular district in which he is located. These supervisors are authorized by the provisions of the act to examine any lot or parcel of grain intended for interstate or foreign commerce and which is said to conform to one of the official grain standards of the United States. If this grain, after examination, is found to have been incorrectly graded, after opportunity for a hearing has been given the owner, the shipper and the inspector, the Sec'y may publish his findings in regard to the shipment. This publication of findings likewise applies to grain merchandised under any name, description or designation, which is false or misleading.

Appeals.—The part of the grain standards act which is of most interest to country shippers is that provision which grants authority to the Sec'y of Agriculture to entertain appeals from the grading of any lot or parcel of grain. There are two classes of controversies regarding graded grain which may be referred for a decision to the Sec'y. In the first class, if there is a difference of opinion between two interested parties regarding the grade of a lot or parcel of grain by a licensed inspector, it is called a case of appeal; and, in the second place, if there is a difference of opinion concerning the grade of a lot or

Officers and Directors I. G. D. A., 1917-18.



Standing, left to right: C. R. Mitchell, Ashmore; Wm. Wheeler, Melvin; B. P. Hill, Freeport; U. J. Sinclair, Ashland; Victor Dewein, Warrensburg; E. M. Wayne, Delavan.
Sitting: Wm. Murray, Treas., Champaign; Vice Pres. E. E. Schultz, Beardstown; Pres. J. H. McCune, Ipava; E. B. Hitchcock, Sec'y, Decatur.

parcel of grain that was sold in interstate or foreign commerce or shipped by grade, from and to non-inspection points, and the grading was done either by the shipper or receiver, such a controversy is called a case of dispute.

The act provides that any interested party may file an appeal, but this appeal must be made before the grain has been moved from the place of inspection and before the identity of the grain has been lost. In the enforcement of the act, to prevent abuses of long delays and to insure uniform practices in all markets, it is required that an appeal must be filed within 48 hours, exclusive of non-business days, from the date and time of the inspection from which the appeal is taken.

With reference to the first class of controversy, for the convenience of interested persons who live at a distance from the place of inspection, an appeal may be taken by filing in the office of Federal Grain Supervision, in the district in which the inspection appealed from was made, by telegraph, telephone, or otherwise. Enough information must be given to enable the supervisor to determine whether he has jurisdiction and where he can find the grain to proceed with the determination of its true grade. In order that a formal record may be on file and to fix responsibility, the telephone or oral complaint must be followed by a written complaint, signed by the appellant or his agent, dated, giving the name and address of the parties interested in the grain, the place and date of the inspection from which appealed, whether the grain was involved in an interstate or foreign commerce transaction, together with the points of shipment and destination, the kind and grade of the grain, the identification of the grain and such other information as may be at hand. In addition to these requirements, the inspection certificate should be filed, or a statement made, giving the name of the holder, and a fee sufficient to cover the cost of the appeal should also accompany the complaint. In order to obtain quick results and to reduce the cost of an appeal, provision is made in the rules and regulations for the submission of samples which have been agreed to between the appellant and respondent, and which have been acquiesced in by the inspector from whose inspection the appeal is made.

Referring to the second class of controversies above mentioned, there are numerous instances where grain is shipped by grade from interior points where there is no licensed inspector to points where there is no licensed inspector. Should a dispute arise in such instances between the shipper and consignee regarding the proper grade, either party may file a complaint in the same manner that an appeal is made from a grade given by a licensed inspector. In these cases, samples may also be agreed to by the interested parties, thereby reducing the cost and accelerating the work of the supervisor. It is the duty of the supervisor, however, to see that every party interested, in case of an appeal or dispute, is furnished with a copy of all complaints, statements, and findings. In cases of appeal, if the contention of the appellant is sustained by the findings of the supervisor, all fees are returned to the appellant, and if the appeal is not sustained, they are deposited in the Treasury of the United States as miscellaneous receipts. In dispute cases, however, the fees are retained by the Department of Agriculture, whether the complaint is sustained or not in his contention and it then remains for the interested parties to adjust the costs of determining the true grade between themselves.

On April 14, there had been 269 appeals to the Secretary of Agriculture. Of this number, 71 appeals were sustained, that is the grade assigned by the inspector was changed, and 192 appeals were not sustained, showing that the grade assigned originally by the inspector was the true grade. There were six cases in which the appeals to the Sec'y were dismissed because of lack of jurisdiction. There has been but one dispute referred to the Sec'y.

Supplementary to what has already been said about the requirements in taking an appeal, it may not be inappropriate to state here that the procedure is not as complicated as many believe. It consists of the three following essentials, viz.: (a) filing on a complaint properly identifying the parties to the transaction and the grain; (b) attaching the inspection certificate from which the appeal is taken; and (c) a certified check or money order for \$5.

In the rules and regulations, established by the Sec'y of Agriculture for the enforcement of the grain standards act, there is a provision that requires reports from

shippers on such uninspected grain when it is shipped by grade in interstate or foreign commerce. Shippers of such grain are required to transmit to the Sec'y at Washington within seven days of shipment, a statement which shows the date of shipment, the kind of grain, the quantity, the grade by which it is sold, the point of shipment and the point of destination, the name of the carrier, the identification of the grain, and the name of the shipper.

For the purpose of Regulation 7, which requires that these reports be made, the shipper may best be defined in general terms as the party who issues the instructions to the carrier to transport the grain. The point of shipment or the destination named in the reports of uninspected grain must not be an inspection point. If grain is sold or shipped in interstate or foreign commerce, inspected, and billed to a point, and while the grain is in transit, one of the parties to the transaction divers or reconsiders this grain, pursuant to a sale by grade, to a noninspection point, this grain must be reported as a shipment of uninspected grain from the diverting point and its last destination. This information is required on all such shipments of uninspected grain, and your attention is therefore called to what shippers are expected to do in such transactions.

Uneven loading of grain cars is one of the most trying and disagreeable features of grain inspection because uneven loading is the source of more complaints and dissatisfaction than anything else in the handling of grain. It is no uncommon occurrence to find grain of different quality and condition in the bottom and top and in each of the different corners of the car. The sampler then has great difficulty in obtaining a proper representative sample from the car, from which proper samples could not be secured on account of being loaded too full. The Department, under date of April 13, sent out in circular form to the various grain trade organizations, inspectors and grain firms, a proposed amendment to the rules and regulations, at the same time asking for suggestions and comments from the trade as to the advisability of such an amendment. In substance, the proposed amendment permits the issuance of certificates on cars arriving at a terminal market so heavily loaded that a proper sample of the entire lot of grain in the car cannot be secured, provided that the certificate so issued plainly states that it represents the grade of grain in a heavily loaded car, and specifically states the extent to which the grain in the car was accessible for sampling. The proposed amendment contemplates the issuance of such certificates on incoming grain only, and the amendment does not apply to cars shipped out, and, furthermore, a certificate of this kind shall not represent the grade of a car of grain unless the car be unloaded at the place of the inspection for which the certificate was issued.

During the past three months numerous requests have been made to the Department to permit the issuance of certificates of inspection on cars from which proper samples could not be secured on account of being loaded too full. The Department, under date of April 13, sent out in circular form to the various grain trade organizations, inspectors and grain firms, a proposed amendment to the rules and regulations, at the same time asking for suggestions and comments from the trade as to the advisability of such an amendment. In substance, the proposed amendment permits the issuance of certificates on cars arriving at a terminal market so heavily loaded that a proper sample of the entire lot of grain in the car cannot be secured, provided that the certificate so issued plainly states that it represents the grade of grain in a heavily loaded car, and specifically states the extent to which the grain in the car was accessible for sampling. The proposed amendment contemplates the issuance of such certificates on incoming grain only, and the amendment does not apply to cars shipped out, and, furthermore, a certificate of this kind shall not represent the grade of a car of grain unless the car be unloaded at the place of the inspection for which the certificate was issued.

After much discussion Mr. Carroll explained that under the proposed amendment to the 1st paragraph of Section 12 shippers would have the option of insisting upon a clean certificate of inspection or a conditional grade subject to reinspection upon unloading. 18 voted for the amendment; 2 for the regulation as originally promulgated.

Pres. Dewey appointed the following committees:

Nominations: Lee G. Metcalf, Illiopolis; C. Savage, Virginia; O. N. East, Milmine; C. P. Cline, Decatur, and W. S. Miles, Peoria.

Resolutions: C. F. Scholer, Farmer City; C. F. Graves, Weston; F. G. Horner, Lawrenceville; H. A. Rumsey, Chicago, and D. D. Baber, Dudley.

F. C. Maegly, A. G. F. A., Santa Fe: Your officers appealed to the officials of the Gen'l Managers Ass'n of Railroads at Chicago for a more careful study of grain weights. At the second conference we discussed the inspection of scales. Some of the scale inspectors now in the field have experienced some difficulty in test-

ing scales because of their inability to carry enough test weights, hence we hope thru our railway scale inspectors to obtain thoro inspections of scales to the end that we may have more reliable weights.

Adjourned to 2 p. m.

Friday Afternoon Session.

The afternoon session was opened with the reading of President Dewey's annual address. From it we take the following:

Annual Address of President.

I address you at this time, with mingled emotions of relief, satisfaction and regret. Relief, because my term of service to the greatest state grain Ass'n is about to end; Satisfaction, that I have at least discharged the duties of my office to the best of my ability; Regret, that my own limitations have made it impossible for me to do more for the good of the grain trade.

During these three years the Association has passed through a most critical period. That the organization has overcome all difficulties, and today stands on a higher plane for purpose and accomplishment than ever, is due to the self-sacrificing spirit of the officials of the Ass'n and of the committeemen to whom the different tasks have been assigned, and to a loyal membership that has backed the official efforts with willingness and good feeling.

It is fine spirit that makes me predict in this valedictory that the future is bigger with possibilities for efficient service than ever before, that the opportunities for this organization were never more evident, and that on your members rests a greater duty than any that has been yours in the past.

My heart and my hope are in this Ass'n. I believe sincerely that it will grow as none of us has yet dared to dream, and that it will gain the unanimous approval of business, economic and governmental forces throughout the nation.

When President Wilson delivered his address of appeal to his countrymen after the entrance of this nation into the grim war for democracy and human rights which has so shaken the world, he turned to us with this statement: "This I say to the middlemen of every sort, whether they are handling our foodstuffs or our raw materials of manufacture or the products of our mills and factories—the eyes of the country will be especially upon you. This is your opportunity for signal service, efficient and disinterested. The country expects you, as it expects others, to forego unusual profits, to organize and expedite shipments of supplies of every kind, but especially of food, with an eye to the service you are rendering and in the spirit of those who enlist in the ranks—for their people, not for themselves. I shall confidently expect you to deserve and win the confidence of people of every sort and station."

This is your time and mine to show of what stuff we are made, to help create the solid and strong front that will impress the world with the greatness of this united nation, to do our part to effect a triumphant victory for the inalienable rights of man, and to make as one voice the new internationalism which is to come when this world war ends.

We cannot all shoulder arms and march to the trenches, we cannot all be soldiers in the battlefield or sail the seas in the navy, but each can serve somehow, somewhere, for the promotion of our National cause and the advancement of its banners. The farmer must till the soil and feed the nation and our allies, whose cause is ours; the manufacturer must make what we wear and use as efficiently and cheaply as possible; the railroads must promptly transport supplies from one end of the country to the other; you and I, the handlers of grain, must take our place in these second line trenches by keeping even before our eyes the patriotic service which it is our duty to render, and we must do this with pride and willingness, in the spirit of self-sacrifice if need be, and always to increase our efficiency and service.

Accomplishments of the year: I personally desire to congratulate each department on its satisfactory and successful achievements of the past twelve months. All branches of our work are in harmony, and each is rendering good service to the grain trade. We should eliminate none of these can be made still more valuable by a broadening of their scope.

Equalized Scale Inspection: In addition to the regular routine of what our various bureaus and committees have so satisfactorily done and concerning which you have heard from our Secretary, we have been called into conference with a committee

representing the Railroad Presidents of Illinois. This Committee is now planning jointly with the Executive Committee from this Assn, the Illinois Farmers Grain Dealers' Assn, and the Southern Millers' Assn, ways and means for an equalized scale inspection through which all dealers may have their scales tested without great expense, and records kept of such tests in the Assn offices and by the railroads.

Such an agreement, effectively worked out and properly enforced, will be the means of making more efficient the grain dealer, and should be a help to him in the collection of his just claims. It should prove entirely fair to the railroads, and should be a breeder of much confidence between shippers and carriers.

Car Distribution: After various consultations, the Public Utilities Commission handed down a ruling on car distribution in times of shortage that should work out with fairness to all. Set rules have been established for distribution of available cars, according to the volume of past business as between stations, and on the firm basis as between dealers. There are some who may feel that this rule will work adversely to their interests. But almost any rule hurts some one, and it is possible that the man who protests against this ruling has had more cars than his share in the past. At any rate we should all give this rule, which has been handed down after long and careful consideration and advice, a good trial before asking that it be changed.

Car Shortage: Concerning the car shortage, we must all admit that it has been very troublesome. At the same time we must confess that it has been also profitable. The government is taking steps now through the Council of National Defense, to move what remains of the last crop. However, let us not become careless and reckless, but be at all times conservative, let us not forget the past in any safety of the present or immediate future. Personally I feel that as long as the war lasts there will continue to exist a car shortage which will be felt by all of us in greater or less degree, from time to time. If we are blessed with the large crops which are so much needed, without doubt quantities of the new grain will remain on the farms, even longer than usual, until conditions right themselves.

We were indeed fortunate the past year in having uniformly crops of the highest quality to handle, which enabled us to hold in storage much grain until cars were finally received to load it out. We cannot expect to handle such a large proportion of all grains so nearly perfect in handling conditions.

Grain prices having established new high levels, it surely behooves us to use due caution in our margins of profit. We cannot be expected to handle grain as when prices were materially lower. Then after the war we will return to the reconstruction period when prices must again readjust themselves.

If I impress nothing else on you in this address, if I leave nothing else with you, I ask you to remember two words which will be the key to success and the badge of service during these strenuous days, and those two words are—**BE CONSERVATIVE.** Be merchandisers of grain, not speculators; be handlers of grain, not owners of unholy profits; be marketers of grain, not wild-cat financiers. **BE CONSERVATIVE.**

Shortage test suits: You will hear about the outcome of a part of the test suits instituted by the Association. In this connection let me confess that I was not in the beginning one of those who approved this litigation. Knowing the state of the Assn finances as I did, I felt that it was folly to plunge into expensive legal contest. But the response to the appeal to the membership for contributions to the special fund to take care of this extra expense has been most pleasing. As President of the Assn, I thank all who have contributed to this fund. The contribution of the man who gave one dollar was just as welcome as that of the bigger dealer who gave more. The general trade owes a debt of gratitude to all who contributed to the forwarding of this just cause.

Increased Commissions: It is with regret that I note that at least one market has already established a rule licensing commission. I regret that this market has seen fit to do this, at the present, as I do not think this action is in line with what the future holds. Interest charges were understood to cover the cost of paying the huge drafts on each car of grain. We protested against this rule before its adoption. But it was adopted over our objections with no good reasons cited. I am inclined to think that the grain dealer will turn toward markets of least resistance whenever possible, and that markets which are at all accessible to us and that are less hard on the country shipper in their rules, will get more and more of our business.

Weights: In passing let me speak a well-merited word of praise for the efficiency of the weights of our Illinois terminal markets, and particularly of the Chicago Board of Trade's Weighing and Inspection Department. Other weighmasters might do well to go to school to "The Honest Injin" who has charge at Chicago and whose integrity has made Chicago the standard for weighing and inspection for the entire country.

Bidding for New Grain: I desire also to praise the Commission Merchants of the leading markets in their conservatism in not openly bidding the country shipper at this early date for new grain for July and August delivery. Altho the supply of old grain will be practically exhausted when the new begins to arrive and keen demand will no doubt exist for all the grain we can offer. So many country shippers recall with disastrous results the wet harvest season of 1915, made on their early contracts. It will be time enough to openly bid for this cash grain after June 1, or even later. Perhaps it would be better to

offer our commendations to the shippers for they as yet have not attempted extensively to purchase of their farmer patrons. These early country contracts do not increase the quantity of grain, but are apt to arouse unfair competition and I think decrease our efficiency to each unit of cooperation with sound business and our country.

The changes in the Constitution and By-laws as presented by the Resolutions Committee had my hearty sanction. These changes should make the work of the organization more beneficial in covering a wider territory more effectively, by extending the responsibilities of the Association and by interesting a larger number in the active working-out of the problems of the Assn.

Other Assns have bigger annual dues than contemplated in the resolution presented by your committee. A larger regular income will make it possible to expand and extend our work, and will make possible the installation of some new and better methods in the headquarters offices.

At the conclusion of my final year as president, let me most heartily thank the officers, committeemen and membership for their unselfish cooperation and for the spirit in which it was given and manifested on so many occasions through the past three years. The honor of having been able to serve you will always be cherished as a pleasant memory of my life.

I should not omit to say a word about loyalty to the Association. A strong association means efficiency and only by the loyal allegiance of a united membership can the big work of the years be accomplished. Let us all resolve anew to consider the call of our trade organization, a call to service, and meet it as a command that is not to be disobeyed or passed up. Stand together, a united company of patriotic grain dealers, for the good of the organization and the good of state and Nation, and the results will be all you can desire.

We are living in the midst of stirring times. No one knows what new thing tomorrow will bring forth. We read that the government is planning licensing the mid-land and controlling prices. In such times selfish interests must be laid aside and we must bend our personal desires to the main issue. Whatever comes, I urge you members of this oldest and greatest State Grain Association to stand together in the spirit of the new nationalism, loyal and staunch for the nation. That is your duty.

W. T. Cornelison, Peoria, addressed the dealers on The Car Shortage. The cars loaded for the East last fall with grain were unloaded and kept in the East for hauling munitions, so we had no cars for eastern shipment.

The so-called Esch bill which passed the House this week will give the Interstate Commerce Commission authority to



Illinois Grain Dealers Ass'n at Springfield May 12.

require roads to return cars to their owners. I think your organization should endorse this bill and help to get it on the statute books.

The new rule of the American Railway Ass'n will virtually effect a pooling of all freight cars so their carrying capacity should be materially increased.

The passenger train service is to be curtailed to obtain the release of locomotives. The question of advanced freight rates is up to us. The railroads have had to meet greatly increased expenses for labor, fuel and supplies and I think they are entitled to increased freight rates.

Rear Admiral C. B. T. Moore of the U. S. Navy was greeted with hearty applause. He addressed the dealers on What a Strong and Efficient Navy Means to Grain Dealer and Farmer.

E. M. Wayne, Delavan, of the Executive Com'ite presented the report of the Com'ite from which we take the following:

Executive Com'ite Report.

The Supreme Court by a majority opinion, to which a minority of two dissents in our favor, holds that the Illinois grain weighing statute is constitutional, but, apparently in order to no hold felt constrained to construe the statute as making the affidavits of shipper and consignee prima facie evidence only, and not conclusive evidence, of the weight of the grain transported, at origin and destination. This means, of course, that the matter of weights at origin and destination, when it is claimed that there has been a loss, is open to be disproved by the carrier by any kind of evidence otherwise competent, which will tend to show these weights as incorrect or inexact, and that the railroads may not only attack the scales and weights of shipper and consignee, but may also introduce evidence as to the condition of the cars in which the grain was shipped.

On the other hand, it is clearly held that the constitutional provision makes the railroad responsible for the delivery of the number of pounds of grain which it receives for shipment, and binds it to deliver at destination that number of pounds of grain, unless relieved of that obligation by the act of God, or the public enemy, or the negligence of the shipper.

This is one of the most important points involved, since it precludes the carrier from urging additional conditions or placing others on the back of the B/L. This holding is not, of course, pleasing to the railroads since it definitely prevents their insertion of any provisions whatever in the B/L relieving them of any responsibility as carriers.

By this decision of our highest court, the duty is positively and affirmatively cast upon the railroads to weigh the grain offered for shipment. No longer can the contention be made that such a requirement is unreasonable and arbitrary, or that there is any difference in the railroads' duty because of the amount of grain shipped from any particular station. I refer to the statute in this state which requires the railroad to install and maintain, on request, track scales at every station the shipments from which are in excess of 50,000 bushels a year.

Several conferences have been held between our committee and the special railroad com'ite, composed of F. C. Maegley, assistant general freight agent of the Santa Fe Railroad; B. D. Bristol, freight claim agent of the Illinois Central Railroad; J. D. Shields, assistant freight agent of the Burlington Railroad Company; and George Hannauer, general manager of the Indiana Harbor Belt Railroad.

Very early it was evident that the fundamental difficulty between carriers and shippers was—scales. The following proposition was finally worked out in joint conference:

That the railroads should co-operate with the grain shippers of Illinois in the examination and repairing of elevator scales; that the railroads should use their test cars for this purpose, and their experts, together with the experts named by the associations and the shippers; and that these cars should move throughout the lines of the railroads in Illinois, testing and repairing scales, and instructing in the use of scales, all to be done at the lowest minimum of cost.

H. A. Hillmer, Freeport, of the Arbitration Com'ite presented its report from which we take the following:

Arbitration Com'ite Report.

At the beginning of the year, May, 1916, four old cases were on file, totaling \$376.73. By tacit consent of the plaintiffs, these four cases have been declared outlawed and our records cleared.

During the past year nineteen cases have been presented to our Ass'n for arbitration. In four the defendants were not members and arbitration could not be enforced, hence the claims were withdrawn. Four others have never been formally filed, but Sec'y Hitchcock has made efforts to effect a settlement. Seven claims have been settled thru the Sec'y; in three of them the defendants were not members. The cases settled thru the efforts of our Sec'y's office totaled \$1,047.73, those involving non-members amounted to \$765.85.

Two cases were considered by the com'ite, the first one being the case of H. C. Carson & Co., Detroit, Mich., vs. Dryer & Burt, Champaign, Ill.

The second case considered by the com'ite was E. Lowitz & Co., Chicago, Ill., vs. Jno. F. Nordsieck, Concord, Ill.

Two more cases have been filed with our sec'y, and the com'ite may consider them before this Convention adjourns. These two cases amount to several hundred dollars apiece and seem to be due to failure to furnish grain as contracted.

Your com'ite would urge the members of this Association to watch their contracts and study and observe the trade rules.

You will find them printed in every Directory, in our 1917 Directory on page 165. Practically all our troubles are due to a lack of knowledge of terms, conditions and rules of the grain trade; also to failure to exchange written confirmation of trades made by telephone or telegraph, and failure in not agreeing upon settlement of a dispute before completion of contract, or its expiration. We recommend that disputes should be presented to the com'ite as early as possible. Delay causes loss of important evidence and sometimes important points are forgotten, so please do not delay your cases, for it will help materially in getting a fair settlement.

In filing claims, you should include the original contract, statement of loss claimed, and all letters or telegrams that might be considered as evidence in the case. We have had cases where the amount involved was nearly \$1,000.00, yet the evidence presented was very incomplete and of little value to the man who was entitled to a decision. Care in making contracts will reduce a number of disputes and care in making out claims for arbitration will save your com'ite a lot of extra labor.

In conclusion we might say that the few cases handled by the com'ite are direct evidence of harmonious conditions and efficiency of work done by the ass'n.

Lee G. Metcalf, Iliopolis, of the Legislative Com'ite presented its report from which we take the following:

Legislative Com'ite Report.

A bill in which we are nearly all interested is one which compels railroad companies who lease their right of way to grain dealers for elevator sites to submit such leases to the Utility Commission of the State for approval. If this bill passes, grain dealers who have been obliged to occupy the railroad right of way with their elevators will have a tribunal to which they can appeal when ridiculous rentals, unreasonable and unfair restrictions are imposed upon them. No utility company owning or controlling real estate not used in connection with their business shall be rented or leased except upon such terms and conditions as may be approved by the Public Utilities Commission, and no lease or other agreement shall be binding unless approved by the said Commission, and no existing leases shall be renewed unless submitted to the Commission for approval. You will remember your Legislative Com'ite in its report last year suggested the Public Utility Law be amplified so as to give the Commission this authority.

Another bill that is of indirect importance is one amending the co-operative incorporation act passed by the last General Assembly to the effect that it shall be unlawful for any person or persons to receive directly or indirectly a commission or gift from the sale of stock in a co-operative company. This will tend to put a stop to the promotion of co-operative organizations in communities where there are no legitimate demand or sentiment for them, by promoters who have no more interest in the organization than the commission or bonus in stock they may receive.

The threshermen of the state are behind a bill which, if passed, would give them the first lien upon grain threshed or shelled

by them for a period of six months from the time the last work was done. In other words, if this bill was enacted into law it would be necessary for the grain dealer to ascertain, before paying for grain, whether the threshing or shelling bill had been paid and satisfied. It appears to your com'ite this measure, if passed, would impose upon the dealer one more unnecessary burden. We would therefore ask the members of this Ass'n to use their influence against its passage.

An amendment to the Public Utilities Act has been introduced which gives the Commission power to regulate and control the transportation of "food and fuel supplies." The bill gives them the power to determine and fix the maximum time for the transportation of food and fuel supplies from one point within the state to another point within the state; power to determine and fix the number of cars necessary to transport such supplies; to regulate the method of handling, change in structures, etc., to prevent the congestion of cars or the stoppage or delay in transportation service. It also gives the Commission power to regulate and set the charge of all commission men, brokers or middlemen engaged in handling, transporting, buying and selling food or fuel supplies, and carries with it penalties for the violation thereof. This bill if properly amended has some merit, and it would be well for the members of this Ass'n to investigate it.

The recent decision of the State Supreme Court to the effect that sworn statements of weighmen at origin of shipments are not conclusive evidence of loaded merchandise is a staggering blow to the grain handlers of the state, and your com'ite believes thought should be given to a new grain weighing statute that would remedy this matter.

The Sec'y read the report of the Claims Com'ite; from it we take the following:

Claims Com'ite Report.

The Claims Com'ite has continued the arrangement with Attorney William R. Bach of Bloomington as counsel, the Bureau paying half of his retainer fee, and the Ass'n paying the other half from the general funds. This is a correct arrangement, from a financial viewpoint, as the Bureau of Legal Advice, installed within the past year, requires most of the counsel's time. The value of this bureau is great, and because it relates indirectly at least to the Claims Bureau, your Claims Com'ite takes this opportunity to recommend a continuance of this Bureau of Legal Advice, which has given such valuable service to the membership.

Your Committee, which preceded ours, having placed the matter of the test suits entirely in the hands of the special attorneys, Vail, Miller & Pogue of Decatur, no action by the present committee was necessary. Your com'ite wishes most heartily to commend the very capable and efficient work done by the special attorneys, and would recommend a continuance of their employment until the questions involved in the suits instituted have been finally determined.

As the report of the Executive Committee shows, the opinion of the Supreme Court is not as favorable to our contentions as we could desire. But we have gained much by the decision and have reason to feel pretty well satisfied with the results. Certainly the money expended on these suits has been well spent, the precedents established being extremely valuable to the grain trade.

Your com'ite recommends that the collection of Litigation Funds should continue, so that the bills incident to the present litigation may be met, and also so that other suits may be forwarded by the Ass'n to settle moot questions of law, important to the grain trade.

Even if the final decisions in the courts should be adverse to us, the expense of the litigation has been worth while, because the points involved will have been definitely settled, and the grain trade will know its proper status in the courts.

We understand that negotiations are now under way looking to a joint weighing and inspection service between shippers and carriers. Before the railroads are given access to shippers' scales, an agreement for the payment of claims should be effected. Until such an agreement exists, the railroads would have everything to gain and nothing to concede in making such an arrangement for joint scale inspection.

Not enough of the members of the Illinois Grain Dealers' Association are now filing claims thru the Claims Bureau.

Think what would happen if every member filed claims through the Claims Bureau—and there is no good reason why every member should not. Then, with the

strength of the entire Illinois Grain Dealers Ass'n back of him, the Secretary could get results with the railroads that would mean great benefit to every grain shipper in the state. In addition, the 10 per cent fees collected from claimants on the successful termination of negotiations with the claim agents, would at once grow to such a sum that additional litigation funds would not have to be raised, and the just cause of the grain dealer could be fought out without handicap.

During the past year, the bureau clerk has worked on many old claims that had been declined, and by persistent effort, and the exercise of some ingenuity, he has succeeded in getting many declined claims reconsidered and finally paid.

Over \$11,000 has passed thru the bureau in checks for claimants. More claims were put thru for payment than were declined. In addition to the claims filed during the current year, there are some 5,000 claims on file in the office, most of which are awaiting the final determination of the courts in our test suits. On most of these the bureau clerk has already put forth considerable effort, clearing the records of discrepancies and errors and getting all the files in good and dependable shape.

The work of the bureau has been more successful than ever before, and the com'te commends it to the use of every member, citing the following statement as the best argument in behalf of the bureau:

FINANCIAL STATEMENT.

Claims collected during fiscal year 1916-1917:	
694 claims representing 85 claimants for total amount.....	\$11,202.10
Fees collected during same period	1,040.71
Fees outstanding	79.50
Average amount of claims collected	16.12
Claims declined during fiscal year 1916-1917:	
401 claims representing 48 claimants for total amount.....	\$ 4,951.19
Average amount claim declined...	12.54
Live claims on hand:	
Filed during fiscal year 1916-1917	
—324 claims for total.....	\$ 9,371.24
Carried over from preceding years	
—65 claims for total.....	3,655.80
Total amount live claims on hand representing 70 claimants.....	13,027.04
Average amount of live claim on hand	33.49
Total number of claims handled during year 1,484 for total amount	\$29,190.33
Average amount claim handled.....	\$19.60

Geo. W. Walker, Gibson City, of the Com'te on Scales reported as follows:

Scale Inspection.

During the past year the scales of practically all the members of the Ass'n were tested by the regular Ass'n inspectors,

there having been 583 scales tested at an average expense of \$5.11 per scale. There are still some who do not appreciate the benefit of such inspection. There are still some who prefer to pay more to other agencies for the same kind of inspection. Our experts are efficient and capable men who have made a study of scales, know the troubles weighmen have, and are fully equipped to remedy these defects. They should be patronized by every member.

Have you ever had a railroad claim agent come to your office and ask to look at your records to verify the weights you have sworn to on your claims, if so you will very quickly discover the importance he attaches to adequate scale inspection. Nor will he deny the adequacy of the Ass'n testing, because it has proved its value and is heartily appreciated by the railroads, and has their general sanction.

Negotiations are proceeding favorably for joint scale inspection with the railroads. This will obviate one difficulty which our inspectors have had in the matter of transporting their test weights from elevator to elevator, and the expense of excess baggage charged for transporting these weights. This is plainly unfair and is one instance of how the railroads could co-operate with the grain trade but have not seen fit to do so in the past. It would seem that co-operation between the railroads and shippers would very materially lower the expenses of both as some of the railroads are at this time sending out their own inspection crew with test weights making tests of scales along their lines, and if the two could agree on the fitness of one inspector the work could just as well be done at half the present expense.

Adequate weighing facilities form the basis of all claims. If your scales are not of capacity or quality sufficient to take care of your needs, and if they are not kept in repair and correctly used, either you or the railroads will suffer as a result, and no fair-minded dealer wants pay for anything that does not belong to him, neither can he afford to lose any grain for which he has paid hard cash, and more especially now at these unheard of prices. In filing claims the same as in anything else, be sure you are right then go ahead, else you come to grief in trying to make amends for the inaccuracy of your scale.

You will very often find it as necessary to inspect the operator as the scales, especially is this true where the automatic is used; if the operator is not familiar with the weighing of the dribble and does not set his compensating lever or pea on the little beam, so to represent the exact weight of this dribble, why, you can easily see that one or two pounds off on this dribble in 300 or so drafts will of itself show considerable shortage. This is especially necessary in changing from one kind of grain to another.

Some railroads have been conducting a pernicious warfare against automatic scales. Your com'te desires to go on record as affirming that weights over automatic scales, correctly operated, are just as dependable as weights over any other kind of scales, and, personally, the writer thinks there is less chance for incorrectness in the automatic than in the hopper for the reason that being an equal balance arm on most of the automatics it does not necessarily require that the elevator be absolutely level, while with the hopper your scale to give accurate results must either be built on a separate foundation from the ground up or the settling of the building under weight and its gradual movement as the grain is unloaded is liable to throw the hopper scale out of plumb, thereby destroying the accuracy of the scale. We recommend that the Ass'n shall fight with submarines if necessary, against any attempt of the railroads to discredit any one kind of scales, until they go on record as to what kind of scale they will consider adequate, and until the courts pass on this question of adequacy of weighing facilities. It is our firm belief that any attempt in the courts to discredit any one kind of scales and to approve them over all others, will not succeed.

The report of the scale inspectors for work done during the year beginning May 1, 1916, and ending May 1, 1917, shows the following: Total receipts for the year, \$2,196.95; total expenses during the year, \$1,006.66; paid out for new steel and repairs, \$185.40; Ass'n 10 per cent of receipts, \$219.69; average monthly salary of each inspector, \$82.39.

Your com'te recommends that every member of the Ass'n should use the Scale Department for the testing and repair of both loading-in and loading-out scales, and that this very important branch of the Ass'n work should have unqualified and loyal support of all the members of the Ass'n.

Your com'te recommends the re-employment of the same chief inspector and expresses its confidence in him and in his assistant. The chief inspector is Geo. J. Betzelberger, his assistant, J. B. Sowa, both of Delavan, Ill.

We also recommend that the new committee shall make a wider difference between the inspection of scales for members and those of non-members. A dollar difference is not enough. Scale inspection should be considered at least more nearly a privilege for membership.

H. I. Baldwin read the report of the Traffic Com'te, from which we take the following:

Feeling that the passage of the Esch bill, giving the Interstate Commerce Commission power to enforce rulings regarding



Illinois Grain Dealers Ass'n at Springfield May 12.

car movement and car supply, was a step in the right direction for more efficient control of the transportation facilities of the country, we appeared in force at Washington in February of this year in support of this measure. We were gratified to know that the bill was reported favorably both in House and Senate, and only lost out on passage on account of the filibuster by the seven wilful members. It seems likely that the Esch bill will pass at the present special session and become a law.

[This bill passed the house May 9 and the senate May 22.—Ed.]

It is the belief of your com'te that freight cars will give best service to all shippers when they are permitted to be loaded in the direction of traffic, wherever that may be, subject to a per diem or other charges large enough to cause them in a reasonable time to be returned to the road owning them.

It is an evident fact that if shippers will take extraordinary care to load and unload cars promptly, that they will do just that much to relieve the situation, and to further the best interests of our country, particularly in her time of war.

Hon. Chas. Adkins of Bement, Director of the new State Dept. of Agriculture, told of the help being extended to those who wud sow new crops. Never has the food problem been so acute. We must find some equitable means for caring for our people. We will be able to produce the necessities of life if the weather man is good to us. We can not spare our food producers, as bountiful supplies are necessary to success in our international contest. Our farms need intelligent experienced direction if we are to produce good crops. All lines must cooperate to the efficient promotion of our war. Our soldier boys have the right to ask, Are you doing your part? We must forget our differences and pull together in the promotion of this war.

Sec'y Fred E. Pond of the Buffalo Corn Exchange extended an invitation to the dealers of Illinois to attend the annual meeting of the Grain Dealers Nat'l Ass'n in Sept.

V. E. Butler asked the dealers to spend the night in studying the Proposed Recommendations for changes in the Trade Rules of the Terminal Markets.

A telegram of regrets from Harry A. Wheeler, Chicago, was read.

H. A. Rumsey moved that the Ass'n wire its acceptance and regrets. Carried.

Adjourned to 9 a. m. Saturday.

Saturday Morning Session.

The Saturday morning session was opened at 9:30 with the reading of a letter from Wm. R. Bach, the Ass'n's Atty.

V. E. Butler of Indianapolis in opening the discussion of Uniform Trade Rules presented the following:

Waste and Obsolete Methods to Be Discarded.

We often speak of the logic of events. When was there ever a more compelling argument than the succession of events which brot us into this great war which now involves most of the nations of the world. The ever changing events of our daily lives force us as individuals to change our mode of life, and to the adoption of new standards of living, so looking back for a period of three or four years and viewing the events of yesterday and comparing them with those of today, it is not difficult to make a reasonably accurate prediction as to the events of the future.

The events of today are forcing conditions upon us as business men that must be met squarely and the issue seems to be clearly defined.

The theory has been advanced that Europe having developed a greater production capacity, a bitter commercial struggle with the United States would follow the close of the war. I have never accepted this theory, for I have believed a struggle of such magnitude as is now in progress would paralyze the industry of the world in time and that a reconstruction must take place before there would be any bitter struggle for commercial supremacy. The bitter struggle that must necessarily follow the war will be a struggle within

the country against waste, extravagance, obsolete methods, class prejudice and economic ignorance. It is not a war, which will have to be fought in the United States alone, but every country will have to wage such a war against outworn educational theories, against the waste of the human element; against the immense waste in distribution, against national and individual extravagance and against neglect of the farm.

The entry of the United States into the war does not muddy the water, but rather clarifies it and brings to us the issue much sooner than it would otherwise have come. Waste, extravagance and obsolete methods must be abolished. This is no new propaganda to the Grain Dealers, for the evolution of the business has always been toward the elimination of waste, extravagance and obsolete methods.

The demand for simplifying the methods of conducting the grain business reach back many years and I think I can say truthfully, that every demand has been met squarely and solved rightly. We have had some radical changes but the sound judgment has come to the rescue and today we have a system that has reached a very high plane in the business world. No other business is done with so much confidence between buyer and seller; no other business of such magnitude is done by word of mouth or the nod of a head where there is so little dispute.

Many changes have taken place in the business since I first became interested in it. The construction of country elevators has been changed by the necessity of finding cheaper and better ways of handling the increased production, brought about by keen competition between dealers. This change has been the only one however that has been made voluntarily. Every change that has been made has first been advocated by dealers themselves, but they have never been able to reach a working basis and in the end have turned either to state or federal laws to regulate those things that they should have regulated themselves.

Is it to be wondered at then, that some are contending that the grain business is fast becoming a public utility? If it is to be the policy of some, among the many interests in the business always to oppose changes in the methods of handling grain to the extent that laws must be enacted to bring results, then it will not be surprising if government may finally look upon the business as a public utility and step in and say to you how and under what conditions the grain crops of the country shall be handled.

I sound this warning as I conceive it to be, the tendency of the times, however much I may be opposed to it. There is no excuse for such conditions, providing those engaged in all lines of the business will fairly analyze the rights of others and are willing to enter into the discussion of questions confronting the trade in the spirit of fairness. If they will do this, then these questions can be settled rightly among ourselves without recourse to law.

Freight Car Efficiency: During the past year the car shortage has been a most aggravating question to the grain trade and has contributed largely to the expense of your business. However, it has been found that the lack of efficient methods of distributing cars is the cause of the shortage. It has been claimed, and I believe the statement to be close to facts, that the box cars of the railroads of the country are only 60% efficient, making a 40% waste. Admitted that it is impossible to work them to 100% efficiency, it should be possible to operate them with an 85% or 90% efficiency.

If this increase in transportation facilities had been brot about a great saving in the cost of handling grain would have been made and a great increase of earnings would have been possible by the railroads and in place of a demand for increased rates, there would be a possible lowering of rates, which under obsolete methods of car distribution as now practiced cannot be expected.

The fire waste. During the past year, the fire loss the country over, has been the largest in dollars in the history of the country. This waste is not confined to any one class of business, neither is it confined to any particular section of the country. In the grain business, Illinois has perhaps suffered the greatest loss as there were 38 country elevators burned and 13 suffered a partial loss. I am unable to give you the loss in dollars, but it undoubtedly will amount to \$500,000.

During this time, more than 100 new elevators have been built. The loss of this great amount of elevator property is bad, but the loss of grain that might be used for human food, especially at this time, is

an unfortunate calamity. There has been millions of bushels of grain destroyed by fire in the United States, during the past year and such destruction must be stopped. Undoubtedly the car shortage and the consequent overloading of elevators is responsible for a large part of the fires, but if proper care had been given to elevator machinery by the men in charge, of the elevators, a large percentage of the fires would have been prevented.

To illustrate how serious a matter this is to you as well as to the entire country, let me say the experience of the Grain Dealers Fire Insurance Company during the period of its business in this state of fourteen years shows a net loss of \$60,000, the year 1916 being the most disastrous of any in the history of the state.

You, who are policyholders know of our co-operation with you to prevent fire loss and you also know of our keen interest in the general business conditions, surrounding your business and the work we have done to better these conditions. Through these efforts we have been able to reduce the fire insurance policyholders organization. This work has been national in its scope and all have received the benefits, whether policyholders or not, altho we are more particularly interested in those with whom we have business interests.

Mutual Insurance is not a commodity for barter and sale for the reason that it is a business performed without profit, its cost depending upon the act of its policyholders, therefore its administrative officers should be familiar with the personnel of its policyholders in order to get the best results possible from its activities. No other institution of business performs so great a service to the public as the Mutual Insurance Companies, for the reason that they will extend to you a credit of 80% of the value of your plant and a credit of 100% on its contents; a credit that can be used at banks; a credit backed by dealers in grain in every section of the country.

This being true then these companies stand in the same relationship to your business that the banks do who extend to you a money credit. When you go to your banker for credit he asks you questions in regard to your finances and your business practices, and if he grants the loan he keeps in close touch with your business during the life of the loan.

The aim of Mutual Insurance being to furnish insurance or credit at the lowest possible cost, it should be as closely associated with you as the banker. It has been conceded that the cost of insurance is about as low as it can be made on the physical hazards and for that reason the Grain Dealers Fire Insurance Co., whose administrative officers are all practical grain men, have now turned to the personnel element in the business, looking toward a still further reduction of cost. Believing that the business practices of some grain dealers constitute a fire hazard that can be overcome we have devoted almost three years to a study of the situation. I bring the medium through which the company has made this study, have visited with grain men in every grain producing state from Montana to the Gulf and from Minnesota to Oklahoma. I have talked at the different conventions, upon almost every subject in connection with the grain business and have been in the employ of the government in order that a better understanding of the business might be had by government.

All of these efforts we believe to have been of benefit and we are told that better conditions prevail and now we have determined to find out for ourselves just what influence certain business practices have upon the fire loss of our company. For this purpose we have prepared a Personal Element report, covering some 26 questions pertaining to the business practices of our policyholders. These questions will be put to you by our inspectors, who visit your plant at least once each year. These reports are to be confidential and will be used only for statistical purposes and the statistics are to be used only for the purpose of bringing home to the grain trade concrete information as to just what they mean to the fire loss and failures in the grain business.

Fire loss and failures are both a waste and extravagance, and I may say to you, that thus far in our investigations along these lines, we have found in every instance that bad business practices have prevailed, there we find failures have been many and the fire loss large and I venture the prediction that Mutual Insurance Companies at least will say before a great period of time, that such business conditions are not insurable. We ask the hearty co-operation of all dealers in our efforts to wipe out these bad practices in the busi-

ness and thus save, in part at least, the immense loss of food products that are so essential to the people of the world, especially at this time.

The purpose of my being on your program is for the discussion of Uniform Rules as proposed by the Advisory Committee of the Grain Dealers National Ass'n with whom I have been closely associated in an effort to propose such rules as would be fair to both the country shipper and the receiver, it being so closely related to the question of waste, extravagance and obsolete methods, which are so pertinent to the times.

Mr. Butler then took up the proposed recommendations of the Advisory Committee of the Grain Dealers National Ass'n for uniform cash trade rules to be adopted by the grain exchanges.

The rule relating to Diversion of Property was adopted as the recommendation of the Illinois Ass'n.

E. A. Doern moved the substitution of the Chicago Board of Trade rule for the 1st paragraph of the rule relating to Interest on Consignments. The vote was a tie, 19 to 19.

Arthur Dumont moved that the same interest rule apply on "To Arrive" sales as on "Consignments." Lost by a vote of 15 to 12.

The proposed rule for Interest on To Arrive Sales was then adopted by 17 to 8.

Section relating to Interest on Truck Sales was adopted without an opposing vote.

Section relating to Settlement of Over or Under Deliveries was discussed and criticized but no action was taken. Likewise, the section relating to Reinspection Time Allowed was passed with discussion or action.

G. W. Walker moved the adoption of rule relating to "To Arrive—Time" and such action was taken without opposition.

Upon motion of H. A. Hillmer, the section relating to Arbitration was adopted without opposition.

Sec'y Chas. Quinn of the Nat'l Ass'n addressed the meeting on The Work at Large and especially the effect of the war on the changes in the relations between the Government and the individual. The war has brot about a state socialism not previously thot possible. When Government once gets control of business interests it will be very reluctant to let go.

The National Ass'n with a delegation of 60 men went to Washington recently to try to get cars for the movement of grain. We received a thotful hearing before the Com'ite on National Defense and the assurance that cars would be furnished for the movement of grain.

It has been suggested to the Administration at Washington that it limit the profits of the flour millers and the grain dealers and we expect to have a large delegation before the Agricultural Com'ite of the House next Monday to protest. We are trying to keep before the Government that the grain dealers want naught but what they are justly entitled to receive.

C. F. Scholer, chairman of the Resolutions Com'ite, presented the following resolutions, all of which were adopted:

Resolutions.

PLEDGE OF LOYALTY TO GOVERNMENT.

WHEREAS, The United States of America faces a crisis, the greatest since the Civil War; and

WHEREAS, All the resources of the nation, of every kind, will be needed that the nation may wage a successful warfare; and

WHEREAS, The members of the Illinois Grain Dealers' Ass'n, in 24th annual convention assembled, appreciate the problems involved, and desire to express their unswerving loyalty to the nation and its cause; therefore be it

RESOLVED, That the Secretary is directed to convey to the President of the

United States, to the Secretary of War, to the Secretary of Agriculture, to the Council of National Defense and to the Governor of the State of Illinois and the proper state agencies our whole-hearted support in the emergency. Be it further

RESOLVED, That the Secretary is directed to offer to the above-named the facilities of this association and its headquarters office, and the service of the Secretary of this association to be used by the government, state and national, in any way that may be deemed for the good of the cause; and be it finally

RESOLVED, By the Illinois Grain Dealers' Ass'n, that we pledge our individual and collective support to the government, without reservation, and pledge ourselves to give our most efficient service to the government in the handling and marketing of grain.

ADEQUATE "WEIGHING FACILITIES.

WHEREAS, There is an attempt by the various railroads to construe the term "adequate weighing facilities" as used in the Pomerene bill of lading so as to exclude all methods of weighing except by means of track scales; be it

RESOLVED, By the members of the Illinois Grain Dealers' Ass'n that it considers such interpretation unfair and impractical and holds that weights obtained over standard automatic scales or other standard equipment properly inspected shall be deemed adequate and in conformity with its requirements.

LOADING CARS TOO FULL FOR SAMPLING.

WHEREAS, It is in many instances a physical impossibility to load cars to the minimum carload weights as recently scheduled by the railroads and leave sufficient space for proper sampling and inspection of its contents; be it

RESOLVED, That we insist that these schedules should be so amended that freight may be charged only for actual weight of grain when cars are loaded to within 30 inches of the roof and this fact is noted on the original bill of lading; be it further

RESOLVED, That the proper officers of this association notify the carriers of the adoption of the above resolution and endeavor to secure their compliance to effect these changes.

OPPOSE INCREASED COMMISSION CHARGES.

RESOLVED, That this ass'n go on record as opposed to the increased commission charges recently adopted by the Chicago Board of Trade and opposed to the method of fixing them, and recommends that all commission charges be determined on the basis of bushels instead of a percentage of the selling price. (Mr. H. A. Rumsey of this committee dissenting.)

AID FOR NATIONAL SHRINKAGE FIGHT.

WHEREAS, The Council of Grain Exchanges has been vigorously prosecuting the case against the Public Carriers, involving the deduction of $\frac{1}{4}$ and $\frac{1}{4}$ of 1 per cent for so-called natural shrinkage;

and whereas the members of this association are vitally interested in the outcome of this litigation and have shown their attitude by action already taken through this association; and

WHEREAS, The expense of such litigation is very material and should be as widely distributed as possible; therefore be it

RESOLVED, That the Illinois Grain Dealers' Ass'n authorize its President and Treasurer to subscribe the sum of \$50 to the fund necessary to defray such expense and that the action taken be promptly reported to the Treasurer of the said Council of Grain Exchanges.

UTMOST CONSERVATISM.

WHEREAS, The present unsettled state of business and political conditions calls for the exercise of the utmost conservatism as a patriotic duty; be it

RESOLVED, That the President and Secretary of this association urge the various grain exchanges of our country to adopt and pursue this policy of conservatism in all their dealings and activities.

SYMPATHY.

WHEREAS, An All Wise Providence has in the past year seen fit to take from our number the following loyal and highly respected members:

D. H. Currey, Mason City, Ill.
James Augustus Edwards, Chicago.
Royce J. Sullivan, Sheldon, Ill.
W. A. Worth, Pontiac, Ill.
Erastus Roberts, Morton, Ill.

AND WHEREAS, In the death of these members the Illinois Grain Dealers' Ass'n has suffered a severe loss in counsel and fellowship; therefore be it

RESOLVED, That the association hereby expresses the realization of its loss and that the sympathy of the membership be tendered to the families of our late members and their friends and that a copy of this resolution be forwarded by the Secretary to the bereaved families.

THANKS.

RESOLVED, That the members of this association deeply appreciate the untiring and faithful services of its officers during the past year and hereby express their feeling of gratitude for their efforts; be it also

RESOLVED, That we express to the grain men of Springfield our appreciation of their generous hospitality during the present convention.

H. A. Rumsey of the Com'ite dissented from the resolution protesting against increased commissions at Chicago.

Lee G. Metcalf of the Nominating Com'ite reported the following nominees:

President, J. H. McCune, Ipava; Vice-pres., E. E. Schultz, Beardstown; Treasurer, Wm. Murray, Champaign. Directors to serve 2 years: B. P. Hill, Freeport; E. M. Wayne, Delavan; Victor De-wein, Warrensburg; U. J. Sinclair, Ashland, and B. L. Christie, Viola.

Directors for 1 year: C. F. Scholer,



M. F. Murphy, Geo. Wiedlocker, J. W. Bryan,
W. H. Barnes, John McHenry.

Farmer City, and F. G. Horner, Lawrenceville.

No other nominees being presented all were elected without opposition.

Lee G. Metcalf addressed the dealers on the debt of the members to the President who gives his time and labor to the Ass'n.

In the absence of the property manager of Com'ite on Tokens, E. M. Wayne presented his own watch to retiring President Victor Dewein, who responded with much feeling and thanked the members for their kind remembrance.

Adjourned *sine die*.

Illinois Convention Notes.

Conover Grain Co., supplied continuous quotations.

Pop Southworth cut out all the kids when it came to winning the cabaret stars.

Samples of rubber belting and belting fasteners were exhibited in the hotel rotunda.

Pres. E. C. Eikenberry had a hurry call to Washington and left the afternoon of the first day.

It was not the oratory but the lack of fresh air in the meeting hall which put the dealers to sleep.

The prettiest girls in town, representing Conover Grain Co., pinned red roses to every man's coat lapel.

Twelve applications for membership were obtained at the meeting, making a total gain of 93 for the year.

The directors re-elected Sec'y E. B. Hitchcock, granted him an increase in salary and an additional stenographer.

Pencils were distributed by Byrnes Belting Co., Washburn-Crosby Co., Peerless System Sales Co., and E. W. Bailey & Co.

E. N. Williams, chairman of the Closing Com'ite, stayed over in order to make sure the proper ceremonies were performed.

The Grain Dealers Fire Ins. Co. supplied identification badges and its inspectors, C. B. Sinex and Geo. E. Traut, looked after the registration.

The total registration was 496, of which number 230 were shippers; 190 terminal market representatives, machinery supply men, insurance men and other allied interests; 67 ladies and 9 visitors.

Much credit for the wonderful success of the convention was due to the untiring efforts of W. U. Hill of the Finance Com'ite. As one Springfield grain man said, "Hill got the money and Murphy did the rest." With the exception of 1 hour a day, Mr. Murphy gave up ten days in preparation for the entertainment of the visiting delegates.

While the men dined in the banquet hall the visiting ladies feasted in the main dining room of the Leland. Each lady was given a corsage bouquet by the Murphy Grain Co. Among the souvenirs was a box marked, "undressed kids." Instead of brand new gloves, the box contained little undressed iron babies. Dancing followed the dinner.

Entertainment was provided for the visiting ladies every minute. They were taken on sight seeing trips and automobile rides to Lincoln's Monument, Lincoln's home, the State House, the different city parks, a reception at the Governor's Mansion and a dance in the hotel lobby whenever any of the men folks could be pried loose from the Harvest of Gaiety on the second floor. The Springfield dealers surely gave the visitors a

most lavish entertainment from the time of their arrival until the last guest had departed.

The Harvest of Gaiety on the second floor of the Leland Hotel the first evening was a real harvest for everyone. An army of entertainers and cabaret singers had been imported for the occasion, and stages were erected in the hall and in the lobby, so that a continuous vaudeville was being presented from three different platforms, and when the grain dealers weren't rushing the cafeteria for more dinner, they were chasing a cabaret girl for a few more souvenirs. It is estimated that at least two carloads of bright colored novelties of infinite variety were carried away by the grain dealers. Everyone thoroughly enjoyed the feast and the entertainment, in fact they were so loath to adjourn that it was almost daylight before the last serenade died away.

Cleveland was represented by J. M. Foglesong.

Cincinnati, O., had A. Gowing, J. B. Woodin and F. E. Fleming present.

F. C. Maegly of the Santa Fe was the most important railroad official present.

From Detroit came A. S. Dumont of Dumont, Roberts & Co., and J. A. Jossman.

Paul R. Kalman was the representative from furthest down in Dixie, New Orleans.

D. Yulee Huyett and Edward T. Shiel, Jr., came all the way from Baltimore, Md.

Fred E. Pond, sec'y, and J. J. Rammacher were there from the Buffalo Corn Exchange.

Geo. L. Betzelberger and Jos. B. Sowa, ass'n scale inspectors, weighed carefully all that was said.

From the South came E. E. Buxton, Memphis, and S. W. Polk and E. N. Williams of Nashville, Tenn.

Indiana dealers present were R. W. Baker of Crabbs, Reynolds, Taylor & Co., Crawfordsville, and L. E. Steffee, Evansville.

Toledo, O., representatives were Wm. W. Cummings of J. F. Zahm & Co., and E. L. Southworth of Southworth & Co., and W. H. Haskell.

Pres. E. C. Eikenberry and Sec'y Chas. Quinn of the Grain Dealers National, were present to tell what happened at the Washington conference.

From Indianapolis were Bert A. Boyd; F. Coe; Wm. C. Hayward and F. C. Williams, of Urmoston Grain Co.; C. H. McEwan; J. E. Scanling, and E. K. Shepperd.

Calro, Ill., representatives were H. S. Antrim; H. H. Gear, grain supervisor, department of agriculture; O. B. Hastings; and Wm. S. Powell, chief inspector and weighmaster, Calro Board of Trade.

Fear that the sudden dryness of the city would burn the delegates, but six fire insurance men. They were V. E. Butler, J. C. King, C. B. Sinex and Geo. E. Trout of the Grain Dealers Fire Ins. Co., and F. J. Conover and Daniel B. Dreiske of the Millers National Insurance Co.

Machinery and supply company representatives present were E. D. Barkery and F. J. Temple, of Union Iron Works; H. A. Brown; A. H. Kay of Invincible Grain Cleaner Co.; James M. Maguire, elevator broker; B. C. Nelson of Kennedy Car-liner & Bag Co.; J. W. Stroup of Decatur Construction Co.; Harry E. Surface of B. S. Constant; and N. C. Webster of Richardson Scale Co.

Peoria pushers present were J. D. Cartry of Rumsey, Moore & Co.; Wm. T. Cornellison; Herbert Fox, chief inspector, Board of Trade; S. C. Grier; Guy F. Luke; Wm. S. Miles of P. B. & C. C. Miles Co.; P. W. Mueller of Mueller Grain Co.; Wm. F. Shanahan, Federal grain supervisor, District 21; W. F. Stoltzman; E. H. Young of Harwood-Young Co.; and J. A. Waring.

Boosters for St. Louis were A. Brockman; J. W. Bryan; E. Bubb of Goffe & Carkner Co.; P. P. Connor; J. E. Dixon; John Dower, supervisor of weights, and E. Smith, sec'y, Merchants Exchange; Wm. C. Engel; S. L. Fisher; Geo. Glerer; Ed. H. Himler; S. T. Marshall of Nanson Commission Co.; J. W. Outhier; Zeb. Owings of Toberman, Mackey & Co.; G. E. Parrott; Erich Pickler of Pickler & Beardsley Comm. Co.; P. Rothrock, Federal grain supervisor; A. Samuel; E. C. Seale; F. J. Sommer; A. H. Stokes; T. C. Taylor; and H. R. Wilson of Langenberg Bros. Grain Co.

Chicago had the largest market delegation, with J. M. Adam of Rosenbaum Bros.; R. E. Andrews and P. H. Schifflin of Philip H. Schifflin & Co.; F. M. Baker; Geo. F. Booker; F. H. Barclay, G. L. Hight, A. Wagner and J. M. Whiteside of James E. Bennett & Co.; G. P. Beringer; A. J. Cameron; J. E. Cairns; R. W. Carder of Hitch & Carder; F. S. Cowgill, and W. H. Wyckoff of Bartlett, Frazier & Co.; J. H. Brooks, W. M. Christie, G. S. Dole, and H. R. Sawyer of J. H. Dole & Co.; Chas. C. Davis; E. A. Doern; B. L. Figeley; H. A. Foss and J. A. Schmitz, weighing department, Board of Trade; S. Finney, E. H. Granneman, Wm. Goldberg, Ed. Hasenwinkle, and T. E. Moran of E. Lowitz & Co.; F. E. Gulick; Wm. Hirschy of J. C. Shaffer & Co.; G. Hannah; E. J. Martin of J. Rosenbaum Grain Co.; H. L. Miller and J. Nichols of Ware & Leland; W. K. Mitchell of Harris, Winthrop & Co.; H. H. Newell and H. Stanberry of Rogers Grain Co.; H. J. Rogers and Wm. Tucker of Lamson Bros. & Co.; H. A. Rumsey of Rumsey & Co.; Wm. Simms of Sawyers Grain Co.; Fred D. Steves of Simons, Day & Co.; W. D. Templeton and E. B. Timberlake of Bridge & Leonard; B. F. Traxler; S. H. Warner; J. S. Wiley; Oscar C. White; and A. E. Wood of E. W. Bailey Co.

Illinois dealers present included: L. P. Allen, Greenfield; R. B. Andrews, Macon; W. H. Armstrong, Beason; A. Baber and D. Baber, Dudley; W. F. Bader, Vermont; H. I. Baldwin, Decatur; R. C. Baldwin, Bloomington; C. P. Berr, Owensboro; G. W. Barrett, Pana; H. M. Battershell, Hillview; F. E. Beggs, Ashland; J. F. Beall, Niantic; O. C. Benson, Fairmount; C. U. Bower, Covell; A. Branyon, Assumption; M. J. Buscher, Litchfield; H. F. Bycroft, Gillespie.

H. Cade, Murrayville; G. B. Carrioco, Barnett; J. L. Carry, Bluff Springs; A. S. Carter, Girard; W. D. Castle, Gridley; B. L. Christy, Viola; G. W. Cole, Bushnell; J. E. Collins, Atwood; A. F. Conrad, Oceoya; W. Conover, Springfield; J. J. Connerly, Millersville; C. Couch, West Salem; F. W. Council, Lincoln; E. L. Crow, Plainview; C. F. Crow, Blue Mound; A. Dennis, Ellsworth; E. A. Downing, Mt. Pulaski; G. C. Dunaway, Utica; F. Earles, Curran; F. L. Evans, Decatur.

P. M. Faucett, Champaign; C. E. Fletcher, Royal; S. Frederick, Clarence; J. A. Freeman, Sadorus; W. E. Frey, Archer; G. E. Ford, Illinois; C. E. Gauble, Morrisonville; T. F. Gaud, Farmer City; T. F. Groves, Williamsville; J. M. Green, Wapella; F. G. Gyles, Bloomington.

J. N. Hargrove, Virden; E. E. Hamman, Hayes; J. D. Hansel, Mackinaw; A. Harris, New Berlin; G. P. Harris, Auburn; J. A. Harrison, Clinton; G. Hensley, Keysport; R. C. Herron, Sidell; J. C. Hight, Decatur; P. C. Hill, Freeport; H. A. Hillmer, Freeport; C. E. Hitch, Westridge; L. C. Honefenger, Owanecko; G. H. Hubbard, Mt. Pulaski; G. Johnpeter, C. Johnpeter, Ford; E. W. Jokisim, Boody; C. Jones, Ridgefarm.

A. C. Kaiser, Fairland; H. J. Kapp, Decatur; S. S. Kory, Nashville; A. H. Kinahan, Lanesville; L. P. Kizer, Hammond; M. M. Lashbury, Griggsville; M. A. Leach, Cornland; G. L. Lindsay, Lovington; A. V. S. Loyd, Bloomington; T. H. Maddox, Chatham; S. Mangas, Elkhart; J. A. Manueller, Hasco; H. J. Marks, Adrian; H. Marriot, Browns; G. W. Major, West Point; Lee G. Metcalf, Illinois; L. E. McAtey, Rantoul; J. A., H. A. and J. R. McCreery, Mason City; H. A. McElvain, Auburn; F. W. McLaughlin, Ashland; C. P. Mitchell, Ashmore; C. J. Moss, Hindsboro; J. Murphy, Morrisonville; Wm. Murray, Champaign; L. G. Nall, Harrisburg; S. Neiman, Warrensburg; L. Paulus, Burton View; W. Peck, Monticello; J. A. Peters, Teheran; F. M. Powell, Decatur; L. E. Powell, Shelbyville; J. B. Porterfield, DeLand; M. Porterfield, Murdock; F. W. Fuhrer, Chestnut.

L. W. Railsback, Weldon; H. B. Rowe, Kenney; C. F. Scholer, Farmer City; E. E. Schultz, Beardstown; J. F. Scoggin, Gardner; O. P. Schantz, Lexington; H. H. Sharp, Mt. Carmel; J. H. Shehan, Dunlap; A. H. Shelby, Block; C. Shelby, Faxon; J. A. Simpson, Woodford; C. O. Snedeker, Astoria; S. F. Spalding, Pontiac; C. B. Spang, Georgetown; J. S. Sprouse, Barr, (p. o. Springfield); A. L. Stanford, Edgar; H. A. Stotter, Wenona; W. J. Sullivan, New Holland; J. W. Swearingen, Heyworth.

E. R. Talbott, Springfield; L. A. Tripp, Assumption; W. R. Turnbull, Waverly; J. F. Wallace, Forrest; B. Waller, Maroa; G. W. Walker, Gibson City; E. M. Wayne, Delavan; E. Weathers, Newman; G. M. Wendell, Mason City; W. Wheeler, Melvin; B. E. Williams, Blackland; C. B. Wills, Alsey; H. Wilson, Pinckneyville; G. Windel, Sweetwater; and H. P. Worden, Fairmount, Ill.

Panhandle Grain Dealers at Amarillo.

It is not possible to gain a proper idea of the vastness of that region which is known as the "Texas Panhandle" by looking at a map, but when the better part of a day has been spent in riding across its plains in a modern all-steel passenger train one begins to realize that its fertile farms may one day come to have an important place in the production of the nation's grain crops. And when it is remembered that the grain business in that section is yet in the first years of its infancy one can hardly suppress a feeling of envy for those dealers who have this opportunity to start things right.

The third annual convention of the Panhandle Grain Dealers Ass'n was called to order by Pres. W. P. Dial, Memphis, at ten o'clock on the morning of May 10 in the rooms of the Board of City Development, Amarillo.

Sec'y E. S. Blasdel, Amarillo, was confined to his home because of illness, and Claud Kinnebrew, Amarillo, was chosen to act for the meeting.

In his address of welcome J. D. Hunter, Amarillo, said that for many years the most important conventions which it had been the city's pleasure to entertain were those of the different cattlemen's ass'ns, but he predicted that within the next few years the cowman will be forced to retire from his position in favor of the grain dealer.

The printed program called for "Annual Address by President," but Pres. Dial said there must be a mistake, as a thing must occur once each year to become annual and nothing of this kind could be laid at his door. In the course of his remarks he took occasion to remind those present that the organization has a double purpose, in that it is designed to protect and benefit both grain dealer and farmer; and that its mission is to help the other fellow as well as to help its members. He pointed out to the delegates the service which they might perform in assisting the farmer to secure better seed, thus making for larger and better crops which will mean larger profits for all concerned. He said that during the past twelve months no member of the Ass'n had had trouble with another member, as evidenced by the fact that no cases had been filed for arbitration.

Pres. Dial announced the appointment of the following committees:

Nominations: L. C. McMurtry, Pampa; F. H. Smyers, Miami; Allen Early, Amarillo.

Resolutions: L. F. Cobb, Plainview; J. W. Philpott, Miami; C. L. Tennison, Higgins.

Trade Rules: J. D. Hunter, Amarillo; J. N. Beasley, Amarillo; E. R. Bryant, Lockney.

Visitors were tendered the privilege of the floor in any of the discussions.

B. E. Clement, Waco; I. A. Mabry, Ft. Worth; and J. A. Daugherty, Nashville, Tenn., were called upon to address the delegates. Mr. Clement remarked that the showing of no cases having been filed for arbitration indicated either that there is absolute perfection among Panhandle dealers, or that there had been nothing done.

The secretary read a weather report which had been compiled by the Southwestern Telephone and Telegraph Co., and which covered the territory included in the Panhandle, showing where rain

had fallen during the 24-hour period ended with the morning of May 10.

When the convention re-convened in the afternoon the secretary read his annual report, showing membership of 50 in good standing and a balance of \$262.46 in bank to the Ass'n's credit.

Upon the recommendation of the Trade Rules Committee changes were made in the by-laws to authorize the Executive Committee to appoint the Secretary for the Ass'n; and to make arbitration not compulsory in disputes with non-members.

The following com'te was appointed to re-draft the by-laws, its report to be made at the next annual convention: Tom Conley, Clarendon; J. D. Hunter, Amarillo; W. T. Townsend, Happy; L. C. McMurtry, Pampa; Allen Early, Amarillo.

Resolutions were adopted protesting against Governmental action in fixing a maximum price upon grain and grain products, and protesting against the proposed closing of the grain exchanges.

The provision in export contracts which requires that the shipper guarantee the quality of his grain until it is finally unloaded into the elevator aroused a great deal of discussion, and the following committee was appointed to take part in a conference between shippers and exporters to be held at Galveston during the annual convention of the Texas Grain Dealers Ass'n: J. N. Beasley, Amarillo; J. D. Quick, Lubbock; Albert G. Hinn, Plainview; E. R. Bryant, Lockney; L. C. McMurtry, Pampa.

T. G. Moore, Ft. Worth, suggested that it may be possible to work out some plan for underwriting the value of the grain while it stands on the tracks at Galveston, the cost of the insurance to be divided between shipper and exporter.

Allen Early, Amarillo, proposed that each car be assessed a definite sum for this purpose.

The following officers were elected for the ensuing year:

Pres., W. P. Dial, Memphis; Vice-Pres., L. F. Cobb, Plainview; Executive Com'te, to consist of Pres. Dial, Vice-Pres. Cobb, W. T. Townsend, Happy; E. R. Bryant, Lockney; L. C. McMurtry, Pampa; C. W. Bennett, Clarendon; W. K. Dickinson, Lubbock.

The Executive Com'te appointed E. S. Blasdel, Amarillo, Sec'y.

Pres. Dial announced the appointment of the members of the Arbitration Committee, as follows: Albert G. Hinn, Plainview; Tom Conley, Clarendon; H. L. Kearns, Amarillo.

Adjourned *sine die*.

ENTERTAINMENT.

At 5:30 p. m. the delegates retired to the Mission Theater to enjoy an especially arranged program of motion pictures.

Promptly at 8:00 p. m. the delegates, and their wives, or sweethearts, sat down to a banquet in the dining room of the Harvey House. The Amarillo dealers paid Fred Harvey to prepare and serve the feast, and it is not necessary to say more, for Fred Harvey does not do things by half (when he is paid for the whole).

Toastmaster L. F. Cobb handled his part of the affair gracefully, and interesting talks were made by several delegates and by visitors. At the banquet an interesting discussion developed as to the proper definition for a grain dealer and a "snowbird." It was agreed that the "snowbird" comes only periodically and

remains usually for only 30 to 60 days in one place.

CONVENTION NOTES.

The Lockney Coal & Grain Co., Lockney, distributed pencils.

Archie R. Aylsworth of Aylsworth-Neal-Tomlin Grain Co., was the only Kansas City representative.

J. Rosenbaum Grain Co., Ft. Worth, was represented by Harold A. Merrill.

I. A. Mabry, Ft. Worth, gave out wagonload tables for corn, oats and wheat to the delegates.

Other Ft. Worth representatives were: K. U. Chadwick, of Chadwick Grain Co.; T. G. Moore, of Dazey-Moore Grain Co.

J. A. Daugherty, Nashville, Tenn., undoubtedly traveled the longest distance to attend the convention.

B. E. Clement, Waco, said that his presence was due to both accident and design, and explained himself by saying it was accidental that he had decided to take a trip into the Panhandle at this particular time, but that he had designedly planned his route to permit him to attend the convention.

Among the Panhandle Dealers present were: F. H. Smyers, Miami; J. W. Philpott, Miami; W. P. Dial, Memphis; B. N. Thorne, Lockney; E. R. Bryant, Lockney; E. L. Lewis, C. L. Cook, Lelia Lake; J. H. Woodward, Wildorado; J. D. Quick, B. C. Dickinson, Lubbock; C. L. Tennison, F. T. Ward, Higgins; L. C. McMurtry, A. C. Mathews, Pampa; J. J. Roberts, Jr., Hale Center; J. W. Ricks, W. C. Cowan, H. H. Townsend, W. A. Porter, Tulia; W. T. Townsend, P. J. Neff, Happy; Albert G. Hinn, A. G. Cox, E. S. Hall, L. F. Cobb, Plainview; Tom Conley, Clarendon; E. W. Harrison, Hereford; H. C. Doss, Texola; W. H. Hicks, Canyon.

Secretary E. S. Blasdel was sufficiently recovered from his indisposition to appear on the floor about 3:00 p. m., and he was at the banquet.

Each delegate was asked to give a report on wheat condition in his home locality, based on last year's acreage and condition as 100%. The summary showed Panhandle acreage to be 175% of last year and condition to be 125%. In commenting upon this showing the Secretary said that it would not have been possible to have made such a report prior to the recent rains, and that it might be that so much moisture had caused the dealers to feel too optimistic.

Allied Governments Boost Wheat Prices.

Bids of the allied governments for wheat at Gulf ports May 12 were 88 cents over the Chicago July delivery. This is equivalent to \$3.63 per bushel.

The allied governments have been eagerly snapping up low grades and small lots.

The grain exchanges recently have done their share to prevent buying of grain for future delivery; but unless the allies can be persuaded to abandon their monopolistic tactics American millers will be unable to reduce the price of flour.

Our Callers

O. V. Critz, Riverside, Ia.
R. L. Sherlock, Rochelle, Ill.
H. C. Goebie, Jacksonville Grain & Commission Co., Jacksonville, Ill.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The J. F. Weinmann Mfg. Co. has just completed and is operating its new meal mill elvtr. and warehouse. The Darragh Co. has added several large concrete storage bins to its elvtr.—Dan Daniel, pres. Grain Exchange.

CALIFORNIA

Arbuckle, Cal.—Thomas, Stephens & Mattel have bot the Gregory Warehouse, which has a capacity of 100,000 bags of grain.

Chico, Cal.—The Sacramento Transportation Co. erected a grain warehouse at Chico Landing, which was completed September, 1916. It has a capacity of 20,000 sacks and is operated by teams and boats. L. T. Braham is mgr.

CANADA

Carmangay, Alta.—The Howe Grain Co. contemplates the erection of an elvtr.

Minto, Man.—The elvtr. of the Canadian Elvtr. Co. burned recently, together with a large amount of grain.

Benito, Sask.—Fire destroyed the elvtr. of the Saskatchewan Elvtr. Co., containing a large quantity of grain.

Transcona, Man.—Work is progressing on the 1,000,000-bu. elvtr. under construction for the Canadian Government Ry. Co.

Port Nelson, Ont.—Preparations are being made to put in the foundations of the government elvtr., on the Hudson Bay.

Munson, Alta.—The erection of elvtrs. at this place, Provost, Bon Accord and Jarrow is planned by the United Farmers of Alberta.

Goose Lake, Sask.—The Goose Lake Grain & Lumber Co. will build 6 or more elvtrs. this year. The company now has 25 elvtrs. in operation.

Warren, Alta.—In the supreme court at Ottawa May 15 the argument proceeded on the appeal of the N. Bawlf Grain Co. against Ross from the judgment of the appellate division of the supreme court of Alberta. Mr. Simpson was the company's agt. at this place.

Montreal, Que.—Contract has been let for the erection of a reinforced concrete 1,000,000-bu. annex to the Harbor Commissioners Elvtr., which will cost \$275,000. It will have 109 bins and a belt-conveyor system, driven by individual motors, will be installed. The conveyor bridges will be of structural steel.

Ft. William, Ont.—Jas. Richardson & Sons are building a 2,500,000-bu. elvtr., the Saskatchewan Co-operative Elvtr. Co., a 2,225,000-bu. elvtr., M. Sellers & Son a 500,000-bu. house, and the Western Elvtr. Grain Co. additional storage to its small house of 163,000 bus.—F. Symes, chief grain inspector, Board of Grain Commissioners of Canada.

WINNIPEG LETTER.

A. K. Godfrey, head of the Canadian Elvtr. Co., has been elected pres. of the Board of Trade.

The Carnefac Food Co. has built a 50,000-bu. elvtr. on the site occupied by the elvtr. of the Rice Malting Co., which was destroyed by fire.

Nothing has been done so far towards rebuilding the Northern Elvtr., which burned a short time ago.—Geo. Serls, chief grain inspector.

COLORADO

Paola, Colo.—Louis Speltz, of Sterling, has let contract for an elvtr., to cost \$10,000.

Holyoke, Colo.—E. K. Lewis is pres. and Paul Reimer is mgr. of our company.—Holyoke Equity Mercantile Co.

Kelim, Colo.—John B. Ottowa has resigned as mgr. of the Farmers Mfg. & Elvtr. Co., effective June 1.

Rocky Ford, Colo.—Johnston & Govreau have purchased the site formerly occupied by the Swink Mill & Elvtr. Co., and will erect an elvtr. and mill.

Julesburg, Colo.—Work has been started on the 25,000-bu. steel clad elvtr. for which the Julesburg Co-operative Grain Co. recently let contract to W. C. Bailey.

Delta, Colo.—We have made extensive repairs, purchasing some new machinery and going over what we had. Our plant is now in first-class condition.—A. J. Obert, sec'y-treas. Delta Flour Mills Co.

Keota, Colo.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, J. A. Rumsey, George Berner, and others. The company recently purchased an elvtr.

Colorado Springs, Colo.—A portion of our warehouse was damaged by fire on the afternoon of May 4. The principal damage was to flour. The estimated loss is from \$20,000 to \$25,000, of which there will be some salvage. Damage to the building, \$8,000 to \$10,000. The loss is fully covered by insurance. The cause of the fire is not known. Our elvtr. adjoining was not damaged.—Seldomridge Grain Co.

IDAHO

Star, Ida.—The Farmers Union contemplates establishing a grain warehouse this summer.

Lewiston, Ida.—The Vollmer Clearwater Co. will build an elvtr.—Nezperce Rochdale Co., Greer.

Idahome, Ida.—The Colorado Mfg. & Elvtr. Co. will build a 20,000-bu. elvtr. at this place.

Oakley, Ida.—A 20,000-bu. elvtr. will be erected by the Colorado Mfg. & Elvtr. Co., of Denver.

Wildor, Ida.—The Farmers Society of Equity is planning the erection of an elvtr. and warehouse.

Wendell, Ida.—The Wendell Mfg. & Elvtr. Co. is building a 35,000-bu. concrete elvtr. and 200-bbl. mill.

Troust, Ida.—The Colorado Mfg. & Elvtr. Co. of Denver, Colo., will build a 20,000-bu. elvtr. at this point.

Cottarel, Ida.—A 20,000-bu. elvtr. will be built at this station by the Colorado Mfg. & Elvtr. Co., of Denver, Colo.

Rexburg, Ida.—The Farmers Mill & Elvtr. Co. has erected and placed a flour mill in operation in connection with its elvtr.

Kendrick, Ida.—The Vollmer-Clearwater Co. will build an elvtr. at this place.—Leo L. Ratliff, of Nezperce, Rochdale Co., Greer.

Penn sta. (Tharp p. o.).—The Farmers Union will build a 50,000-bu. elvtr., which will be completed before harvest, at a cost of about \$12,000.

Grangeville, Ida.—The Farmers Union is planning to increase its capital stock from \$15,000 to \$50,000, and to build an 80,000-bu. elvtr. here at a cost of about \$15,000.

Buhl, Ida.—The Farmers Union Trading Co. will be incorporated, with a capital stock of \$25,000. A large elvtr. and warehouse will be erected this summer at a cost of about \$20,000.

Tammany sta. (Lewiston p. o.), Ida.—The J. Alexander Co. will build a 200x40-ft. addition to its warehouse, which will give the company a storage capacity of 160,000 bus.—Peter Muench, Lewiston, Ida.

Oakley, Ida.—Work has been started on the 35,000-bu. concrete elvtr. for which the Oakley Mfg. & Elvtr. Co. let contract to the Burrell Engineering & Construction Co. It will be completed July 1 at a cost of \$15,000.

Greer, Ida.—The Orofino Rochdale Co. will install a large grain cleaner this season and will erect an elvtr. in 1918 if this proves a success. The Vollmer Clearwater Co. will build a new sack warehouse here. Leo L. Ratliff, of Nezperce, Rochdale Co.

Weiser, Ida.—The Weiser Mill & Elvtr. Co. has completed its new concrete elvtr. and now has a total storage capacity of 175,000 bus. Work on the mill and warehouse is now well under way. The Burrell Engineering & Construction Co. has the contract.

Greer, Ida.—Our elvtr. here was not finished in time to be filled last fall, but the houses at Nezperce and Harris siding were filled. We expect all we can do here this season. There were 6 elvtrs. built within a radius of 20 miles of here last season.—Leo L. Ratliff, of Nezperce, Rochdale Co.

Stites, Ida.—The erection of an elvtr. is rumored here, but I have been unable to find any one who is interested in the project. There is a very good opening for an elvtr. here. This station has 2 grain warehouses, operated by the Vollmer Clearwater Co. and the Loyalty Co-operative Co.—X.

ILLINOIS

Arthur, Ill.—I have sold my elvtr. to G. T. Wells, of this city.—C. E. Davis.

Alta, Ill.—The Farmers Elvtr. Co. will practically rebuild its elvtr.

Atlanta, Ill.—I will install an electric motor in my elvtr.—J. A. King.

Lowder, Ill.—J. W. Hargrove, of Virden, will build an elvtr. at this place.

Cropsey, Ill.—The Farmers Elvtr. Co. will replace its shingle roof with iron.

El Paso, Ill.—The El Paso Elvtr. Co. has taken over the elvtr. of M. L. Miller.

Nora, Ill.—C. N. Fank succeeded Graham Bros. Apr. 1 in the grain business here.

Blackland sta. (Boody p. o.), Ill.—E. W. Jokisch has completed an addition to his elvtr.

Boody, Ill.—E. W. Jokisch is building an addition to his elvtr., at a cost of \$2,500.

Walker, Ill.—I am now employed in the grain office of R. B. Andrews & Co.—Frank Osborne.

Bonfield, Ill.—The Bonfield Grain & Lumber Co. has bot a Hail Signaling Grain Distributor.

Atlanta, Ill.—I will have my elvtr. painted as soon as I can secure a painter.—J. H. Hawes.

Harristown, Ill.—The Beall Grain Co., of Niantic, is building a large oats crib, on the I. T. S.

Winchester, Ill.—The Farmers Elvtr. Co. is repairing its plant, which was damaged by fire Apr. 26.

Lanesville, Ill.—The Mansfield Ford Grain Co. contemplates installing motors in its elvtr. here.

Williamsville, Ill.—Our Mr. Prather is at present away on a pleasure trip in the east.—Prather & Groves.

Watkins sta. (Farmer City p. o.), Ill.—T. F. Grady will remodel and increase the capacity of his elvtr.

Derby sta. (Gibson City p. o.), Ill.—Geo. W. Walker has purchased the elvtr. of the Hasenwinkle Grain Co.

Philo, Ill.—The safe in the office at the elvtr. of O'Neil & Plotner was opened by thieves May 5 and \$30 taken.

Chase, Ill.—The Holcomb-Dutton Lumber Co., of Sycamore, will build a 25,000-bu. frame elvtr. at this point.

Paxton, Ill.—Chas. Shelby is building a cribbed elvtr. on the I. C. R. R. This will give him two elvtrs. here.

Eldridge siding (Momence p. o.), Ill.—The 10,000-bu. elvtr., under construction for Smith & Hobart, is nearing completion.

Grand Ridge, Ill.—I am moving the coal shed over from the track one foot and am building an addition to it.—C. W. Peterson.

Peoria, Ill.—John Thode, member of the Board of Trade, and his wife celebrated their golden wedding anniversary this month.

Manlius, Ill.—The 60,000-bu. elvtr. of Chas. Barber, who failed recently, has been sold at public sale. A. L. Martin is trustee.

Kenney, Ill.—We are painting our coal sheds and contemplate making other improvements during the season.—Kenney Elvtr. Co.

Knoxville, Ill.—Thompson & Cation are taking down the old office at their elvtr. and will erect an up-to-date building to replace it.

Rantoul, Ill.—I took charge May 15 of the recently acquired elvtr. of the Rantoul Grain Co.—J. C. McCrea, formerly at Woodstock.

Galva, Ill.—E. C. Linbloom has succeeded me with the Hefebower & Peterson Grain Co.—F. L. Compton, of Kitchel Elvtr. Co., Boston, Ind.

Stuckey's siding (Argo p. o.), Ill.—The Farmers Elvtr. Co., of Danvers, has let contract for the erection of an elvtr., on the I. T. S.

Clinton, Ill.—We are rebuilding the approach to our old building preparatory to receiving the new oat crop.—Harrison-Ward & Co.

La Hogue, Ill.—O. W. Maddin, of Ridgeville, has purchased the elvtr. of Egley Bros. & Bush and will take possession about July 1.

Rio, Ill.—F. L. Hough & Co. have displaced a shingle roof with an iron roof to get lower insurance on their building and contents.

Curtis sta. (Greenview p. o.), Ill.—Beggs & Hatch have installed electric motors in their elvtr. to replace the engine, which they removed.

Odell, Ill.—We have taken down our old coal sheds and are erecting a new 500-ton one, 16x120 ft., with concrete floor.—Odell Grain & Coal Co.

Mackinaw, Ill.—The Mackinaw Grain & Live Stock Co. has let contract for a new elvtr., on the I. T. S. It will have one leg, run by a motor.

Sadorus, Ill.—The Suffern-Hunt Mills are installing a new Fairbanks Engine in their elvtr. and are overhauling the line shaft.—J. A. Freemon.

Maroa, Ill.—C. E. Gober has resigned after being agt. of the Shellabarger Elvtr. Co. for 3 years and will engage in another line of business.

Petersburg, Ill.—The Junction Elvtr. Co. is building an elvtr., on the C. A. R. R. It will be operated by the Junction Grain Co.—C. Houghton, mgr.

Midland City, Ill.—The Midland Grain Co. incorporated; capital stock, \$10,000; incorporators, John F. Bartley, G. A. Volle and Mrs. Edwina Anderson.

Weldon, Ill.—C. F. Stout, of Clinton, will be mgr. of the recently acquired elvtr. of Harrison-Ward & Co., when the company takes possession June 1.

Griswold, Ill.—The recently organized Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, Lewis E. Alkire, A. J. Light, and others.

Woodford, Ill.—J. A. Simpson & Sons, props. of the Woodford Elvtr. Co., have let contract for the erection of a new elvtr. Work will commence on June 1.

Clinton, Ill.—We have just completed the building of a new coal shed, 14x73 ft. and 12 ft. high, with concrete floor, which will hold 300 tons.—Cline & Wood.

Heyworth, Ill.—Harrison-Ward & Co. are repainting their elvtr. and changing from gas to electric power. A 10x12-ft. brick motor room is being erected.

Milmine, Ill.—Hamman Bros. will dissolve partnership on June 1. T. E. Hamman will take the elvtr. at this place and E. E. Hamman will take the elvtr. at Hayes.

Ocoya sta. (Pontiac p. o.), Ill.—We have recently added 12 ft. of driveway to our elvtr. at this place and will repaint the house.—H. F. Grotevant, agt. Graham & Benion.

Sidell, Ill.—The recently incorporated Farmers Elvtr. Co. has bot the elvtrs. of the Sidell Grain & Elvtr. Co. at this place, Maystown and Hastings. Possession will be given June 1.

Barr sta. (Cantrall p. o.), Ill.—J. S. Sproule will be in charge of the 10,000-bu. elvtr., which we are erecting at this station.—J. A. McCreery, of J. A. McCreery & Son, Mason City.

Farmer City, Ill.—We have recently painted the interior and exterior of our grain office and will repair the driveway and re-side the elvtr. on the I. C. tracks.—Farmer City Grain Co.

St. Francisville, Ill.—J. B. Baker of this place has closed a deal for all the buildings at Schrodt's sta. and Mr. Baker will deal in the grain business there, besides opening several general stores.—C.

Downs, Ill.—Davis Bros. & Daugherty have succeeded the Zorn Grain Co. here. They have taken possession of the grain business and will handle coal in connection.—Wm. Daugherty, Stronghurst.

Beardstown, Ill.—Schultz, Baujan & Co. have let contract for a 165,000-bu. concrete elvtr. and mill to the Burrell Engineering & Construction Co. This will replace the plant which burned Feb. 19.

Peoria, Ill.—J. C. Luke, of the Luke Grain Co., Adolph Viesser, local mgr. of the Geo. W. Cole Grain Co., A. D. Campbell, Jr., and W. F. Stone have been admitted to membership in the Board of Trade.

Maquon, Ill.—We are installing a 5-h. p. electric motor for power to replace an 8-h. p. gas engine and are putting in a new bin of 1,500 bus. capacity. A manlift has already been installed.—Roberts & Pearson.

Hurlbut sta. (Elkhart p. o.), Ill.—We will build a 10,000-bu. addition to our elvtr. as soon as material can be procured.—H. A. Canham, mgr. Hurlbut Co-operative Elvtr. Co. The Decatur Construction Co. has the contract.

Monica, Ill.—We recently built a 12x24 ft. salt shed, with a concrete foundation, along the switch track. It will hold a full carload. Our salt now goes to the trade in barrels clean and bright as it comes to us.—Monica Elvtr. Co.

Cayuga, Ill.—We will install a 10-h. p. Fairbanks Oil Engine, rebuild our 150-ton coal shed and put in a concrete floor. We will also repair the out approach, using concrete in the retaining wall.—Fred Longnecker, mgr. Pontiac Farmers Grain Co.

Duval sta. (Shelbyville p. o.), Ill.—S. B. Rice has sold his interest in the elvtr. of Powell & Rice to his partner, L. E. Powell, who will operate it under his own name. A 25-h. p. I. H. C. Oil Engine has been installed to replace the steam engine in the elvtr.

Galesburg, Ill.—The Consumers Fuel & Feed Co. suffered a loss of about \$9,000 May 7 in a fire which was discovered in the warehouse. About 6,000 bus. of grain was destroyed. It is that that the fire was started by tramps. The loss is covered by insurance.

Peoria, Ill.—The excavation for our elvtr. is now being completed. The general contract has been let to Val. Jobst & Sons for the structure, which will be a 500,000-bu. reinforced concrete house, electrically equipped, located on the same site as our present plant, on the Peoria & Pekin Union and Peoria Railway Terminal Belts, which have connection and switching facilities with all lines entering Peoria and Pekin. It will be completed and ready for operation Sept. 1.—J. M. Murphy, of American Mfg. Co.

Litchfield, Ill.—The Farmers Elvtr. Co. has let contract for a 20,000-bu. up-to-date wooden elvtr. to the Decatur Construction Co. While taking down the old elvtr., preparatory to erecting the new building, several workmen were slightly injured when the west wall fell on them.

Bloomington, Ill.—In the appeal by the owner of the building against the Worth Gyles Grain Co. the jury in the circuit court returned a verdict finding for the defendant. The suit was brot to collect a year's rent from the grain company, which did not vacate the premises before the new year started.

Chesterville, Ill.—We will add to our property by building a 70,000-bu. ear corn crib, 93x47 ft., 40 ft. to the plate, with concrete floor. A 15-h. p. gasoline engine will be installed. We will also build a 15,000-bu. addition to our elvtr., which will bring the capacity up to 130,000 bus.—Holmes & Maurer, Lincoln.

Ottawa, Ill.—Irving D. Vincent, of Hamilton & Vincent, dealers in grain and seeds, died May 23 after one day's illness of diphtheria, and only one week after he had taken office as chief grain inspector of Illinois at Chicago. Mr. Vincent was born on a farm near Ottawa and operated farms in three states at the time of his death. He is survived by his wife and two daughters.

Morrisonville, Ill.—Work is rapidly progressing on the 55,000-bu. reinforced concrete elvtr. for which the Johnson Elvtr. Co. let contract to T. B. Smith, of Taylorville. C. F. Gauble, formerly in the grain business at Vermillion, will manage the plant. The building will cost about \$20,000 and will be equipped with Union Iron Works Machinery. Electric power will be installed.

Gibson City, Ill.—We are remodeling our elvtr., taking away the old high driveway and replacing it with one of concrete and clay, with a raise of about 1/4 in. to the foot. Five bins, about 12x12 ft. and 20 ft. deep, are being placed over the driveway. The capacity will be thus increased to about 35,000 bus. One new large leg, with 7x15-in. cups, will be installed for use in elevating ear corn as well as small grain.—Geo. W. Walker, of Geo. W. Walker & Co.

Piper City, Ill.—Repairs are being made by the Montelius Grain Co. on Elvtr. No. 2. The small elvtr. shaft on the south end has been taken down and a larger and higher shaft, 12x34 ft. and 50 ft. high, is being built. A new manlift, new head pulley, boot and 7x12 in. buckets will replace an old small leg, with 6x11 in. buckets. Steel siding will be placed on the new addition and the entire building will be covered with asbestos roofing. Geo. Saat-hoff is doing the work.

Taylorville, Ill.—Charles McKenzie and his brother, A. F. McKenzie, of Chickasha, Okla., have purchased the elvtr. of William Loveless, on the B. & O. They will take possession June 1 and will conduct the business under the name of McKenzie Bros. A. E. McKenzie has spent 35 years in the grain business and is now in charge of a line of 18 elvtrs. in Oklahoma. He will resign to take active charge here. He was at one time state grain inspector in Kansas and later government grain inspector at New Orleans. Mr. Loveless and Chas. Moore have purchased an elvtr. at another station.

Jacksonville, Ill.—J. E. Bennett & Co., of Chicago, have opened offices of their own, in this city, at 333 W. State St., in the Huntoon Bldg. under the temporary management of Joseph Laird and George Hight. The new offices are light and airy and extremely attractive, with all new furniture, having a commodious reading room and a large blackboard. A private wire direct to the Chicago Board of Trade and the New York Stock Exchange is maintained. The company has maintained connections in Jacksonville for the past 10 years, formerly being represented by the Jacksonville Grain Co., but the increase of business demanded more room, accuracy and dispatch, hence the establishment of the separate office.

Cerro Gordo, Ill.—The 60,000-bu. cribbed elvtr., which T. F. Hamman is building on the I. T. S. and Wabash, will have 2 legs. run by electricity, Western Manlift and a 10-bu. Richardson Automatic Scale. It will be covered with an asbestos roof and siding and will be lighted by electricity.

Peoria, Ill.—On May 21 Rule 17, Section 1 of the Board of Trade was amended to read as follows: The following rates of commission charges for receiving, selling, accounting for or forwarding the various kinds of property herein named, being just and reasonable, are declared to be the established minimum rates of commissions governing the members of this ass'n. so far as relates to the receiving, selling, accounting for or forwarding the property named, viz.: Rye, barley and ear corn, 1c per bu.; wheat, when over \$1.50 per bu., 1½c per bu.; wheat, when \$1.50 per bu. or less, 1c per bu.; corn, shelled, ¾c per bu.; oats, ½c per bu.; kaffir corn, 2c per cwt.; flax seed, in bulk, 1%; flax seed, in bags, 1½%; clover seed, in carload lots, 1%; clover seed, in less car lots, 1½%; timothy seed, 1½%; all other seeds, 1½%; bran, shorts, mill stuffs, corn meal and mixed feed, \$5 per car. These rates of commission apply equally to business received from members of the Board of Trade as well as non-members, except as provided in Section 2, Rule 12, effective June 1, 1917.

CHICAGO NOTES.

Lederer & Dickson have increased their capital stock from \$10,000 to \$50,000.

Sam Finney established a record recently when he sold a car of No. 2 hard winter wheat for \$3.43.

The advance in grain storage rates to 1/25c per diem was adopted at a recent ballot on the Board of Trade.

The amendment to the rule of the Board of Trade to make mess pork trading 50,000 lbs. instead of 250 bbls., has been defeated.

Fred D. Stevens, for a number of years in the cash grain department of Logan & Bryan, on May 7 went with Simons, Day & Co.

W. J. Dempsey, mgr. of the branch office of Lamson Bros. & Co. at Boone, Ia. for 4 years, is now at the company's headquarters in this city.

Firms having open trades in December wheat will be permitted to close them, under a resolution adopted May 23 by the directors of the Board.

The Oxford Elvtr., formerly operated by Lord & Garland, was sold to the railroad company, and is now operated by a graphite manufacturing company.

A special com'te, composed of J. R. Mauff, S. P. Arnott, R. G. Chandler, Joseph Simons and J. J. Bagley is now formulating a corporation clearing house plan.

The estate of the late Charles Lichtenberger, who was one of the publishers of the Daily Trade Bulletin, and a member of the Board of Trade for 40 years, is valued at \$315,000.

E. W. Bailey & Co. sold a car of standard oats, containing 3,533 bus., at 69½c for \$2,455.53. This is the largest amount ever secured for a car of this grain. It was shipped from Marseilles, Ill.

A delegation from the Board of Trade appeared before the house judiciary com'te at Springfield to oppose the Garesche bill preventing trading in puts and calls. A subcom'te recommended that the bill be killed.

Conforming to the grades established by the federal government, the Board of Trade voted May 22 to increase the number of grades deliverable on contract to include the following, effective July 1: No. 1 dark hard winter wheat, No. 1 hard winter wheat, No. 1 yellow hard winter wheat, No. 2 dark hard winter wheat, No. 2 hard winter wheat, No. 2 yellow hard winter wheat, No. 1 red winter wheat, No. 2 red winter wheat, No. 1 northern spring winter wheat or No. 1 yellow chaff wheat; and the following additional, effective Aug. 1: No. 1 dark northern spring wheat, No. 2 dark northern spring wheat or No. 2 northern spring wheat.

Luther W. Bodman, who had been in the grain business for 56 years, died May 14 of heart trouble, aged 72 years. He came to Chicago in 1884 as resident member of the firm of Milmine, Bodman & Co., of Baltimore, Md. In 1908 he withdrew his membership in the Chicago Board of Trade and the Stock Exchange. Mr. Bodman is survived by his widow and a son.

Frank Goebel, formerly employed as a grain sampler in the service of the state grain dept. here, has brot suit in the Sangamon circuit court against Chief Grain Inspector Gibbons and the members of the state civil service commission, to force them to restore his position. He declares that he had been employed as grain clerk for several years before the civil service act went into effect and was deprived of his position for failure to take the examination June 2, 1915.

INDIANA

Cromwell, Ind.—The Cromwell Elvtr. Co. is remodeling its elvtr.

Otterbein, Ind.—T. E. Samuels is now mgr. of the Farmers Elvtr. Co.

Ossian, Ind.—George M. Way has purchased the elvtr. of C. F. Davison.

Greensfork, Ind.—The elvtr. under construction at this point is rapidly nearing completion.

Walton, Ind.—The Walton Elvtr. Co. has increased its capital stock from \$16,000 to \$30,000.

Rensselaer, Ind.—H. W. Jackson is pres. and I am sec'y of the Farmers Grain Co.—Chas. W. Postill.

Boston, Ind.—I have accepted a position with the Kitchell Elvtr. Co.—E. L. Compton, formerly at Galva, Ill.

Howe, Ind.—Willard Sweitzer has purchased the interest of Christ Wolfe in the elvtr. of Sweitzer & Wolfe.

Trafalgar, Ind.—We have taken over the plant of the Trafalgar Grain Co.—W. W. Suckow, pres. Suckow Co., Franklin.

Argos, Ind.—The elvtr. and mill of J. A. Bock will be moved to a site on the L. E. & W. R. R. and new machinery will be installed.

Cortland, Ind.—We will probably build a new corn crib, which will be up-to-date in every respect.—A. D. Shields, mgr. Shields & Blish.

South Auburn, Ind.—Kraus & Apfelbaum have taken possession of their recently acquired elvtr. Carl Wimer will remain with the new owners.

Bloomfield, Ind.—The Bloomfield Mill & Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, William Vanmeter, Chas. F. Engle and Jas. M. Vest.

Gaston, Ind.—The recent fire at our elvtr. was of but a moment's duration and did practically no damage.—N. E. Lasley, mgr. Goodrich Bros. Hay & Grain Co.

Kirklin, Ind.—L. S. Conaroe, of Frankfort, who recently bot the majority of the stock in our company, will assume the management.—Kirklin Grain Co.

Corydon, Ind.—Elphail Hickman has bot the interest of C. W. Thomas in the elvtr. of Thomas & Hickman and Mr. Thomas will retire from business.

Forest, Ind.—Electric power will be installed in the 40,000-bu. iron clad elvtr. for which A. E. Betts & Son recently let contract to the Efficient Erecting Co.

Lebanon, Ind.—Shirley & Jones recently paid a farmer \$345 for a single load of wheat, containing 115 bus. The farmer sold his entire wheat crop to this firm for \$3,913.50.

Red Key, Ind.—The G. L. Watson Grain Co. is installing a new combined boot and sheller, loading out leg and gravity loading out spout. The Efficient Erecting Co. is doing the work.

Twelve Mile, Ind.—We purchased and took possession Apr. 10 of the elvtr. of F. P. McFadden. The directors are P. O. Goodrich, E. K. Sowash and N. L. Bradfish, who is in charge.—Twelve Mile Grain Co.

Laporte, Ind.—Joseph E. Calkins, prop. of the Laporte Elvtr. Co., has sold the elvtr. of the Laporte Elvtr. Co. and it will be taken down. Mr. Calkins will continue to conduct his feed business.

Pike sta. (Lebanon p. o.), Ind.—The 40,000-bu. up-to-date elvtr., which we are building on the new I. & F. R. R., will be ready to handle the coming crops. F. P. McComas, of Frankfort, will be mgr.—McComas & Brant, Boyleston.

The following have recently been admitted to membership in the Indiana Grain Dealers Ass'n: Boswell Grain Co., Boswell; Union Grain & Feed Co., Anderson; Geo. B. Pontius, Claypool and C. Cunningham, Tipton.—Chas. B. Riley, sec'y.

Princeton, Ind.—The elvtr. of Nelson, Kraus & Apfelbaum has been closed until the old elvtr. can be taken down and the new 54-ft. brick one finished for operation. It will have a capacity of 15,000 bus. and will be equipped with up-to-date machinery.

Malden sta. (La Crosse p. o.), Ind.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, John Maxwell, pres., Elmer Lewis, sec'y, and others. The company will operate an elvtr. on the Chesapeake & Ohio R. R.

Hope, Ind.—We have just completed an additional 3,000-bu. oats bin and are installing a seed cleaner for clover and timothy seed. We are also building a one-ton power elvtr. to lift bagged feed and seeds to the 2nd and 3rd floors.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

Collett, Ind.—The recently organized Collett Equity Exchange incorporated to handle grain and other commodities; capital stock, \$10,000; incorporators, Forest Jack, pres., Willis A. Martin, and others. An elvtr., warehouse and stock yards has been purchased from Thomas S. Pyle, who recently succeeded W. L. Henry & Co.

Mt. Vernon, Ind.—Work is progressing on the elvtr. for which we let contract to the Reliance Construction Co. It will have a capacity of 70,000 bus. of ear corn and 40,000 bus. of small grain. Equipment includes a 25-h. p. Fairbanks Morse Type Y Oil Engine, Western Machinery, sheller, and Cornwall Corn Cleaner.—John Robb, agt. A. Waller & Co.

Lebanon, Ind.—I am not at present in the grain business, but contemplate entering it this year as a member of a company which will be organized by Jenkins & Cohee and Herr Bros. The former are well known elvtr. men and the latter are farmers. They will start business in a new elvtr., on the new Frankfort & Indianapolis R. R., 7 miles south of this place, when the railroad runs trains thru, which will probably be late this summer.—John Herr.

INDIANAPOLIS LETTER.

The midsummer meeting of the Indiana Grain Dealers Ass'n will be held in this city June 21 and 22.—Chas. B. Riley, sec'y.

E. Lowitz & Co., of Chicago, Ill., have opened a cash grain office here under the management of Sam Finney. Bert K. Black, formerly of Chicago, will be in charge.

The following new rule has been adopted by the Board of Trade, effective May 15: Wheat, rye, barley and ear corn, 1½c per bu.; shelled corn and oats, ¾c per bu.; straw, bran, middlings and screenings, 50c per ton. The minimum charges on wheat, rye, barley, flour, shelled corn and oats, \$10 per car; on all mixed carloads, \$12 per car; straw, ear corn, bran, middlings and screenings, \$6 per car.

IOWA

Faulkner, Ia.—Farmers have organized an elvtr. company.

Dunlap, Ia.—We are building a new elvtr.—Merritt Mlg. Co.

Williams, Ia.—The Farmers Elvtr. Co. will repaint its elvtr.

Gruver, Ia.—Hugh Smith is now working in the elvtr. of Paul Graves.

Toeterville, Ia.—I am making extensive repairs to my elvtr.—H. D. Mundt.

Grand Mound, Ia.—V. V. Kohl, of Colo., is now mgr. of the elvtr. at this station.

Belmond, Ia.—The Farmers Elvtr. Co. is building a 16x38 ft. warehouse for feed and salt.

Wallingford, Ia.—The Farmers Elvtr. Co. will sell its elvtr. and will erect an up-to-date house.

Cedar Rapids, Ia.—The Quaker Oats Co. is erecting an 8-story building to mill wheat flour.

Duncan, Ia.—The Hubbard Grain Co. is building new coal sheds 16x64 ft., with cement floors.

Mapleton, Ia.—Frank Forbes is now second man at the elvtr. of the Farmers Grain & Lumber Co.

Des Moines, Ia.—J. E. Thorpe, of Paton, is now traveling auditor for the Des Moines Elvtr. Co.

Buffalo Center, Ia.—An electric motor has been installed in the elvtr. of the Farmers Elvtr. Co.

Cornell, Ia.—The Farmers Elvtr. Co. has bot and taken possession of the elvtr. of E. W. Oats & Co.

Sheldon, Ia.—The Jenkinson Grain Co. has installed new scales in its elvtr. and erected a new office.

Cheney sta. (Vinton p. o.), Ia.—Schmitz Bros. have bot the elvtr. and coal business of Hatch & Brockman.

Ellsworth, Ia.—Harry Hanson has succeeded Martin Thompson at the elvtr. of the Farmers Elvtr. Co.

Sloan, Ia.—Chas. B. Davis, agt. of the Nye Schneider Fowler Co., has recovered from his serious illness.

Crystal Lake, Ia.—We are painting and repairing our elvtr. at this station.—Hubbard Grain Co., Mason City.

Miller, Ia.—We will erect new coal sheds in connection with our elvtr. here.—Hubbard Grain Co., Mason City.

Barnes City, Ia.—The Farmers Elvtr. Co. has let contract for rebuilding its elvtr. to the Newell Construction Co.

Melbourne, Ia.—I have leased the elvtr. of E. G. Miller, who is now out of the grain business.—A. H. Rokey.

Wall Lake, Ia.—We expect to install an electric motor in our elvtr. before the new crop is moved.—Wm. Claussen.

Roland, Ia.—Olaf Anenson has taken possession of the elvtr., which he recently purchased from Jacob Erickson.

Salix, Ia.—The Farmers Elvtr. Co. will build a 30,000-bu. cribbed elvtr. to replace the house, which burned Apr. 10.

Spencer, Ia.—W. J. Green, mgr. of the Farmers Elvtr. Co., in an accident May 6 nearly broke the bones of his foot.

Minburn, Ia.—The old elvtr. of the Des Moines Elvtr. Co. is being dismantled and a new building will be erected on the site.

Des Moines, Ia.—The Bast-Fogarty Co. is planning to rebuild its elvtr. and mill, which burned Apr. 16, or to purchase a plant.

Adair, Ia.—We will replace the gas engine in our elvtr. with an electric motor this fall.—E. M. Kuhl, agt. Albers Commission Co.

Cornell, Ia.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$12,000, which will probably be increased to \$20,000.

Sigourney, Ia.—The elvtr. at this station is owned by the C. M. & St. P. R. R. Co. It is badly in need of repair and is closed.—X.

Burchinal, Ia.—W. H. Geer, mgr. of the Farmers Co-operative Society at Hurley, on June 1 will become mgr. of the Burchinal Society.

McIntire, Ia.—The Cargill Elvtr. Co. will rebuild its elvtr., which burned Apr. 13. It plans to take down the old cleaning plant at Rolling Stone, Minn., and move it to this place. Mr. Blanchard will remain in charge here.

Rockwell City, Ia.—Robert Whitehead is now mgr. of the Farmers Elvtr. Co., succeeding E. H. Brewer, who resigned to go to Stanhope.

Popejoy, Ia.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Dodd & Christianson and will take possession June 1.

Ames, Ia.—The Ames Grain & Coal Co. has been organized to take over the elvtr. here, formerly operated by the Central Iowa Grain Co.

Vinton, Ia.—The Farmers Grain & Co-operative Co. has erected 400-ton coal sheds and will remodel its elvtr. at a later date.—C. Beall, mgr.

Blanchard, Ia.—We have installed an electric motor for power in our elvtr. and use an oil engine for our mill.—Blanchard Mill & Elvtr. Co.

Wauke, Ia.—We have succeeded Wright & McWhinney and are building a warehouse for flour.—W. M. Ulery, agt. Des Moines Elvtr. Co.

Letts, Ia.—An elvtr., coal sheds and a feed store will be built here by business men of Muscatine. A site on the Rock Island has been secured.

Griswold, Ia.—The Griswold Co-operative Ass'n has been incorporated, with a capital stock of \$10,000, to handle grain, seeds, hay and live stock.

Ira, Ia.—The new 30,000-bu. elvtr., which the Clark-Brown Grain Co. will build, is to be of cribbed construction.—J. P. Miller is local agt.—A. W. Peterson.

Laurens, Ia.—The Farmers Trading Co. will erect an up-to-date elvtr. in connection with its present house, which is too small to handle the increasing business.

Napier sta. (Kelley p. o.), Ia.—Mr. Ray will succeed Joe White on June 1 as mgr. of the Farmers Co-operative Co. and Mr. White will engage in the grocery business.

Sioux City, Ia.—Our firm will be dissolved June 1 and the business will be continued as the William Slaughter Grain Co.—E. A. Fields, of Fields & Slaughter Co.

Paton, Ia.—Mr. Edwards, of Des Moines, has succeeded J. E. Thorpe, who has resigned after being agt. of the Clark Brown Grain Co. for the past 3 years.

Underwood, Ia.—I. W. Evans, agt. of the Neola Elvtr. Co., was badly injured recently when his left hand was forced against the teeth of a rapidly revolving circular saw.

Atlantic, Ia.—Chris Boe, who has been agt. of the E. Rothschild Co. at Elk Horn for 5 years, has been promoted and will be mgr. of the company's line of elvtrs., with headquarters at this city.

Boone, Ia.—O. F. Hilmer, of Mason City, is now mgr. of the branch office of Lamson Bros. & Co., succeeding W. J. Dempsey, who resigned after being in charge for 4 years, to come to Chicago, Ill.

Webster City, Ia.—A. C. Froning, who has been operating the elvtr. of his father, A. J. Froning, at Sheffield, which was sold recently, has purchased a half interest in his elvtr. here and will move to this place.

Iowa Falls, Ia.—A. M. Vorhes, of Storm Lake, is in charge of the branch office of Lamson Bros. & Co. and will buy grain in this territory. He has succeeded J. G. Cohen, who has been transferred to Waterloo.

Pocahontas, Ia.—A fire of incendiary origin was discovered in one of the elvtrs. of the Pocahontas Grain Co. Oil-soaked rags and old papers were piled in the building, which contained 60,000 bus. of wheat.

Des Moines, Ia.—M. McFarlin and other business men of this city have purchased the business of the Central Iowa Grain Co. and will continue it at other stations, with the exception of Ames, which is to become a separate organization. The capital stock has been reduced from \$100,000 to \$50,000. Plans are being made for the erection of a reinforced concrete elvtr., of about 600,000 bus. capacity.

Monona, Ia.—We will erect a 500-ton coal plant in connection with our recently completed elvtr. Work will be started at once by the Newell Construction Co., which has the contract.—Gilchrist & Co., McGregor.

West Union, Ia.—We intend to build an office and a warehouse for storing feed and flour this year, and will also install a new seed cleaner and make other improvements.—L. S. Covley, sec'y-mgr. Co-operative Commission Co.

Union, Ia.—The annual meeting of our company was held May 12 and the business for the past year was found to be very satisfactory. M. G. Gosling has been retained as mgr. for another year at an increased salary.—Union Grain Co.

Cylinder, Ia.—The Hubbard Grain Co. is building a 30,000-bu. elvtr., with full concrete basement. Equipment includes Richardson Automatic Weighing Out Scales and manlift. This will increase the company's storage capacity at this station to 60,000 bus.

Forest City, Ia.—The Farmers Elvtr. Co. has taken possession of the elvtr. which it recently purchased from the Atlas Elvtr. Co. G. J. Brenner will continue as mgr. and James Cunningham, who has been agt. for the Atlas Elvtr. Co., will be transferred to another point.

Sulphur Springs, Ia.—Work is progressing on the 25,000-bu. elvtr. for which F. C. Bitter let contract to the Younglove Construction Co. Equipment includes an electric motor for power, manlift, and a 2,000-bu. Fairbanks Automatic Scale, which will be installed in the cupola.

Matlock, Ia.—L. C. White, who has been employed in the elvtr. of the Farmers Elvtr. Co. at Ritter sta. (Sheldon p. o.) for nearly 2 years, is now mgr. of the Farmers Elvtr. Co. here, succeeding C. E. Kelly, who resigned to become mgr. of the Farmers Elvtr. Co. at Whiting.

Crippen sta. (Emmetsburg p. o.), Ia.—We will remodel our elvtr., placing 20 ft. additional cribbing on it and will install a Richardson Automatic Weighing Out Scale. A new wagon scale will be placed in the dump and a scale for weighing coal will be installed.—Hubbard Grain Co., Mason City.

Gilman, Ia.—We are at present completing a 2-story brick office building, 24x40 ft. and 24 ft. high. The office rooms and a small store room are located on the first floor and the upper floor is rented. It will be heated by furnace heat. The cost of the building is about \$4,500.—G. L. Clark, mgr. Farmers Elvtr. Co.

Blencoe, Ia.—The Farmers Elvtr. Co. has brot suit against Glenn Bentley and Wm. Dewees for damages for failure to deliver grain as contracted. The defendants claim that they were to deliver at a certain time, but that when they tendered the corn the plaintiff refused to accept. They further claim that the contract was void under the statute of frauds as not in writing and no part of the purchase price having been paid and no part of the goods delivered.



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GRAIN COMMISSION
MILWAUKEE

Malvern, Ia.—The Eacrett Grain Co., G. S. Eacrett, mgr., has bot the elvtrs. and grain business of Salyers & Kayton at this place, Strahan, Clark sta. (Gilead p. o.), and White Cloud, which it will conduct in connection with its large business here and at Madden Switch. Salyers & Kayton will retain their automobile and coal business.

Sheffield, Ia.—The Farmers Incorporated Co-operative Society has bot and taken possession of the elvtr. of A. J. Froning. H. C. Lickweg, who has been the ass't at the Short Line Elvtr. for the past 2 years, has been placed in charge. The company will probably enlarge its coal sheds and handle lumber in connection with its other elvtr. on the M. & St. L.

Elma, Ia.—The old elvtr. of Gilchrist & Co. burned May 15. It had not been used to handle grain for more than 8 years and was leased by Coleman Foley for his implement business. He had several thousand dollars worth of machinery stored in the building, which was burned. The loss was partly covered by insurance.—W. H. Whalen, agt. Hunting Elvtr. Co.

Libertyville, Ia.—A. H. Miller, who succeeded the Libertyville Elvtr. Co. here some 3 years ago, has bot the elvtrs. and equipment of Yost Workman & Co. at this point and all their business in grain, feed, seeds and coal at Libertyville. Collett sta. (Libertyville p. o.), Douds sta. (Leando p. o.), Selma, Agency City (Agency p. o.) and County Line. All mail should be addressed to this city.—N.

Ackley, Ia.—Mowbray & Lammers have bot suit against Ben Sluter for failure to deliver 2,000 bus. of oats and corn, within a certain date at a certain price, according to contract. Sluter delivered a load of each and then failed to make further deliveries. Meanwhile the price of corn advanced 25c and oats 10c a bu. and the elvtr. firm, having contracted to deliver to other buyers, was obliged to make good the difference, which amounted to about \$400.

Council Bluffs, Ia.—The large elvtr. companies here are protesting against the grain assessments made against them by City Assessor J. F. Huntington. Mr. Huntington made his assessments on Jan. 1 and in case the company refused him a verified statement of the amount of grain on hand, a penalty was attached by doubling the total. Albers & Pollock Commission Co. was the only firm to furnish a verified statement. The Cavers Elvtr. Co. was assessed on 66,000 bus. of wheat at \$1.80 or \$118,800; 63,000 bus. of corn at 96c or \$60,300; 24,000 bus. of oats at 53c or \$12,520, a total of \$191,820. The Trans-Mississippi Elvtr. Co. was assessed with these amounts: 600,000 bus. of wheat at \$1.80, \$1,080,000; 200,000 bus. of corn at 90c, \$180,000; 100,000 bus. of oats at 53c, \$53,000. Total, \$1,313,000. Against the Omaha Elvtr. Co. was this assessment: 1,200,000 bus. of wheat at \$1.80, \$2,160,000; 200,000 bus. of corn at 90c, \$180,000; 100,000 bus. of oats at 53c, \$53,000. Total, \$2,393,000. The Albers & Pollock Commission Co. furnished the city assessor with a statement of the amount of grain they had on hand and the assessment was: 26,267 bus. of wheat at \$1.72, \$45,079.99; 14,067 bus. of corn at 88c, \$12,378; 12,329 bus. of oats at 52c, \$6,411. Total, \$63,868. The attorney submitted the following statement of what they claimed were the amounts which the assessments, if any, should be made: Trans-Mississippi—145,606 bus. of wheat, 100,000 bus. of oats, 142,630 bus. of corn. Total value, \$443,457; tax, \$12,416. Omaha Elvtr.—Wheat, 238,745 bus.; corn, 32,033 bus.; oats, 100,000 bus. Total value, \$511,571; tax, \$14,323. Cavers—Wheat, 79,386 bus.; corn, 29,841 bus.; oats, 29,805 bus. Total value, \$185,548; tax, \$5,195. While no definite decision has been reached as yet, it seems that the elvtrs. at this time are willing to pay the assessments as determined by the actual amount of grain they claim to have had on hand Jan. 1. However, it also is probable that the matter will be carried into court to secure a ruling on the legality of the assessment. The board of review has no right to strike an assessment from the rolls, but may reduce the amount if it sees fit to do so.

KANSAS

Larned, Kan.—The Farmers Elvtr. Co. will build a new warehouse.

Anthony, Kan.—W. B. Whitlow has bot the elvtr. of W. W. Miller & Sons.

Sylvia, Kan.—The Sylvia Grain & Supply Co. has recently remodeled its office.

Rossville, Kan.—Wm. F. Bolan has installed new wagon scales with a concrete pit.

Ford, Kan.—J. Pinney & Son bot and took possession May 1 of the elvtr. of Alpha Emrie.

Stafford, Kan.—The Stafford Grain & Supply Co. contemplates the installation of a 50-bbl. mill.

Robinson, Kan.—I have installed a 15-h. p. oil engine in my elvtr. at this place.—G. G. Wiechen.

Wellington, Kan.—Singley Bros. are planning the erection of a 20,000-bu. elvtr. and 50-bbl. mill here.

Kelly, Kan.—The Farmers Union Business Ass'n has been incorporated, with a capital stock of \$10,000.

Padonia, Kan.—Mr. Walker has taken down his old elvtr. and contemplates engaging in business at Reserve.

Ewell, Kan.—I expect to have my elvtr., now under construction, completed by July 1.—C. C. Smith, Conway Springs.

Kiowa, Kan.—Emery Jones is building an elvtr. on the site of the Farmers Elvtr. Co., which burned recently.—T.

Wamego, Kan.—The Farmers Co-operative Ass'n incorporated; capital stock, \$10,000; incorporators, Henry Baker and others.

Sharon, Kan.—The Sharon Co-operative Grain Co. incorporated, capital stock, \$10,000; incorporators, Geo. A. Steward and others.

La Crosse, Kan.—The Kansas Flour Mills Co. is building an office and installing new scales. F. L. Snodgrass is the mgr. in charge.

Earlton sta. (Chanute p. o.), Kan.—Excavations are being made for an elvtr. at this station, which is on the Anthony Northern.

Hilton sta. (McPherson p. o.), Kan.—The Farmers Union will build an elvtr., of from 8,000 to 10,000 bus. capacity.—Chas. A. Smith.

Conway Springs, Kan.—I am taking the gas engines out of my elvtrs. here and at Milton, and am installing electric motors.—C. C. Smith.

Girard, Kan.—The Crawford County Farmers Union Ass'n has been organized to deal in grain, flour and feed. C. G. Sandborn is sec'y.

Penalosa, Kan.—The Farmers Grain & Mercantile Co. will equip its plant with grinding machinery to manufacture corn meal and graham flour.

Fowler, Kan.—The Fowler Equity Exchange has let contract for the erection of 4 concrete grain tanks and a warehouse, with a capacity of 130,000 bus.

Columbus, Kan.—The recently organized Cherokee County Mill & Elvtr. Co. has been incorporated, with a capital stock of \$15,000, to erect and operate an elvtr.

Hesston, Kan.—The 7,000-bu. elvtr., for which the Moundridge Mfg. Co., of Moundridge, recently let contract to the White Star Co., will be completed about June 1.

Darlow, Kan.—The Equity Union is planning to buy or build an elvtr. this spring or summer.—W. L. Smith, mgr. Whiteside Equity Exchange, Whiteside sta. (Hutchinson p. o.).

Horace, Kan.—The Co-operative Elvtr., Live Stock & Mercantile Ass'n of Greely County incorporated; capital stock, \$5,000; incorporators, O. A. Franklin, A. L. Jeffers and H. C. Smith.

Whiteside sta. (Hutchinson p. o.), Kan.—We installed new bins in our elvtr., and built a garage and coal bins, to hold about 12 cars.—W. L. Smith, mgr. Whiteside Equity Exchange.

Chase, Kan.—The Co-operative Elvtr., Mill & Mercantile Co. has been incorporated by Mark DeWitt, Ralph P. Proffitt and Frank Wieland.

Kiowa, Kan.—W. P. Mills has placed his new 15,000-bu. elvtr. in operation. It is equipped with a manlift, Fairbanks Automatic Scale and electric power. G. L. Godfrey had the contract.

Partridge, Kan.—The Partridge Equity Exchange let contract May 12 for the erection of an up-to-date elvtr. to the White Star Co.—W. L. Smith, mgr. Whiteside Equity Exchange, Whiteside sta. (Hutchinson p. o.).

Ablene, Kan.—R. W. Arndt, sec'y of the Abilene Flour Mills Co., operating an elvtr. and mill, has disposed of his interest to J. L. Rodney, pres. of the company. T. L. Welch, traffic mgr., will succeed Mr. Arndt as sec'y.

Leona, Kan.—The Farmers Union Ass'n has been incorporated with a capital stock of \$15,000. Will Foust is pres. and Theodore Ruehlen has been appointed mgr. of the company, which has bot the elvtr. formerly owned by T. L. McCormick for \$6,000.

Muscotah, Kan.—Work is progressing on the 19,000-bu. elvtr. for which Calvert & Kelly recently let contract to A. F. Roberts. It will be covered with galvanized iron and will be finished by July 1. Steam power will be installed in the plant, which replaces the one burned last year.

Osborne, Kan.—The C. E. Robinson Grain Co., of Salina, has purchased the elvtr. of C. R. Latto. Mr. Latto will go to Great Bend June 1 to manage a number of elvtrs. for the C. E. Robinson Grain Co. F. K. Latto has been transferred by the company from Tipton to take charge of the elvtrs. here and at Hooverdale.

Junction City, Kan.—The Geary County Farmers Union, of which R. D. Henderson is manager, has let contract for a 20,000-bu. reinforced concrete elvtr. to Frank Kaucher. It is being built on the Union Pacific, on the site of the old Dixon Elvtr., at a cost of more than \$12,000. The structure will be ready for operation by Aug. 1.

The following have recently applied for membership in the Kansas Grain Dealers Ass'n: Douglas & Rice Grain Co., Athol, C. F. Blauer, Oneida, Oketo Mill & Elvtr. Co., Oketo, Starkweather & Wilson, Clay Center, Farmers Elvtr. Co., Perry, E. T. Denton Grain Co., Denton, Greensburg Grain Co., Greensburg, M. J. Young Grain Co., Topeka, White & De Good Mfg. Co., St. Francis, J. A. Mayer, Stella, Neb., Kramer Grain Co., Wichita, Bigham Uhl, Grove, R. L. Miller, Mayetta, Barrett-Harper Grain Co., Topeka, P. L. Andres, Alta Vista, Kiowa Mfg. Co., Kiowa, Willis Peareau, Iola, and the Chester L. Weekes Co., Atchison.—E. J. Smiley, sec'y.

HUTCHINSON LETTER.

Arthur Hillyard is now office mgr. of the Mutual Grain Co.

The offices of the Larabee Flour Mills Corporation have been moved to the Hoke Bldg.

I am to be a candidate for the next pres. of the Kansas Grain Dealers Ass'n.—J. B. McClure, of J. B. McClure Grain Co.

TOPEKA LETTER.

The recently incorporated Golden Belt Grain & Elvtr. Co. has let contract for the erection of a 250,000-bu. terminal elvtr. to the Lehrack Contracting & Engineering Co. It will be completed Aug. 15 at a cost of about \$75,000. The company has opened offices in the New England Bldg. John F. Jones is pres. and mgr.

Relative to the application of Chapter 371 of the session laws of 1915 to country dealers I would say that if country elvtrs. do not receive, sell or offer for sale on commission grain or other farm produce it is not necessary for them to take out licenses as specified.—J. C. Mohler, Sec'y Kansas State Board of Agriculture.

R. L. Miller, of Marietta, will engage in the cash grain business here. He has applied for membership in the Board of Trade.

WICHITA LETTER.

The Wichita Flour Mills Co. has bot a site adjoining its mill to provide for future elvtr. storage.

The Board of Trade, at a special meeting of the members May 15, decided to call off its midsummer convention, on account of the present national and local conditions.—Jas. H. Sherman, sec'y.

The Kansas Flour Mills Co. has bot a line of 10 country elvtrs. in southern Kansas and northern Oklahoma from W. W. Miller & Sons. The purchase price was between \$90,000 and \$100,000.

The McCullough Grain Co. received a car of wheat from the Ellsworth County Farmers Co-operative Union, which contained 2,075 bus. This is reported to be the largest car ever received here.

The country elvtrs., which the Larabee Flour Mills Corporation recently took over from the Stephens-Scott Grain Co. are located at Canton, Okla., Corbin, Hayesville, Kechi, Whitewater, Elbing and Antelope, on the C., R. I. & P.; Derby and Cheney, on the A., T. & S. F.; Benton, Noble, Genesee, Crawford, Frederick, Ransom, Utica, Pennedens, Orsemees, Healey, Manning and Leoti on the Missouri Pacific. The terminal elvtr. here was also taken over. The purchase price was \$60,000.

KENTUCKY

Hickman, Ky.—I will build corn warehouses and install a new corn sheller here during the coming season.—C. T. Bondurant.

LOUISIANA

NEW ORLEANS LETTER.

Work has been started on the 1,600,000-bu. concrete annex to the new Dock Board Elvtr.

A 300 ft. conveyor gallery will be constructed connecting Elvtr. "A" with Elvtr. "B" at Westwego.

The Milam Morgan Co. has asked for bids on about 10,000 bus. wood cribbing annex to its present plant.

A conveyor gallery, 1,200 ft., will be constructed to connect Elvtr. "D" with Elvtr. "B" at Stuyvesant Dock.

Work is progressing on the 10,000-bu. concrete elvtr. for which the Geo. B. Matthews & Sons Co. recently let contract.

MARYLAND

Baltimore, Md.—The Wheat Export Co., Inc., of New York, N. Y., has opened a branch office in the Chamber of Commerce Bldg., with W. Leroy Snyder in charge. Application has been made for membership in the Chamber of Commerce.

MICHIGAN

Hopkins, Mich.—Ellinger & Kelssing have taken over the grain business of Krug & Ellinger.

Lyons, Mich.—Fox & Fox have bot the elvtr., coal and lumber yards of Hawley & Johnson.

Hillsdale, Mich.—The Hillsdale Warehouse Co. has been incorporated with a capital stock of \$25,000.

Williamston, Mich.—The recently incorporated Williamston Elvtr. Co. has bot the elvtr. of M. A. Dennis & Co.

Hudsonville, Mich.—William Boer, 38 years of age, died recently following a long illness. He purchased the elvtr. at this place 10 years ago.

Constantine, Mich.—The Co-operative Buying & Selling Ass'n has bot the elvtr. and coal yards of the Farmers Elvtr. & Coal Co. Robert Zimmerman is pres. and Peter S. Zimmerman is general mgr.

Howell, Mich.—The Howell Elvtr. Co. has been incorporated, with a capital stock of \$25,000, to operate the elvtr., which Claude H. Estey purchased from Ray F. Gordon.

Grand Rapids, Mich.—Fire on May 4 in the plant of the Valley City Mfg. Co. badly damaged 8,000 bus. of wheat stored in the bins. Friction, caused by a belt slipping from a rolling machine in the grinding room, is believed to have started the blaze.

Jackson, Mich.—We have received a letter, asking for all possible information on seed stocks, from Alger M. Clark, Office of Markets & Rural Organization, Dept. of Agriculture, Detroit. Will members please work closely with Mr. Clark and write me as to what the Ass'n can do to be of service.—John C. Graham, sec'y Michigan Hay & Grain Ass'n.

Morrice, Mich.—Earl B. Hepker, of Hemlock, has bot the elvtr. and other property of F. M. Towner and will take possession about June 1. It is understood that Mr. Hepker will organize a stock company and do a general grain, bean and produce business. He has purchased additional land adjoining the elvtr. to enlarge the business. Mr. Towner, who has been in the grain business 22 years, will retire.

Detroit, Mich.—The Isbell Bean Co. will organize the Hillman Elvtr. Co. at Hillman, the Lachine Elvtr. Co. at Lachine, and the Posen Elvtr. Co. at Posen. K. P. Kimball will be pres. and J. E. Martindale, general mgr. of the companies, each of which will have a capital stock of \$5,000. The parent corporation has also organized the Isbell Holly Elvtr. Co., Holly Colo., and the Isbell New Mexico Co., of Willard, N. M., each with a capital stock of \$10,000. The Isbell Colorado Co., of Trinidad, Colo., has also been organized.

MINNESOTA

Elliott sta. (Tintah p. o.), Minn.—The elvtr. at this station is closed.

Royalton, Minn.—J. D. Quinlan, of North Dakota, has bot the elvtr. of I. W. Bouck.

Chokio, Minn.—A new foundation will be placed under the elvtr. of the National Elvtr. Co.

Winnebago, Minn.—The Farmers Elvtr. Co. will build an elvtr. to handle the new crop.

Kenyon, Minn.—The R. E. Jones Co., of Wabasha, has bot the elvtr. of the Milwaukee Elvtr. Co.

Wanamingo, Minn.—The R. E. Jones Co., of Wabasha, has bot the elvtr. of the Milwaukee Elvtr. Co.

Dovray, Minn.—The recently organized Farmers Elvtr. Co. has purchased the elvtr. of Albert Krueger.

Nevis, Minn.—Fuller & Askermann have arranged for a site for a frame elvtr., with concrete foundation.

Winona, Minn.—The Wm. Rahr Sons Co., of Manitowoc, Wis., has purchased a large elvtr. from the Chicago & Northwestern R. R.

Duluth, Minn.—Lamson Bros. & Co., of Chicago, Ill., have opened a private wire branch office, with H. Poehler & Co. in charge.

Hanley Falls, Minn.—Norman Bestland, second man at the elvtr. of the Farmers Elvtr. Co., has resigned and joined the naval militia.

Echo, Minn.—Work is progressing on the 25,000-bu. iron clad elvtr. for which the Farmers Warehouse Ass'n let contract to the Hickok Construction Co.

Arlington, Minn.—The elvtr. of the Inter-State Grain Co. has been dismantled and the material will be used by the Pacific Elvtr. Co. in a new building.

Argyle, Minn.—Improvements are now being made on the elvtr. of the Farmers & Merchants Elvtr. Co. The cupola is being raised several feet to make room for a new head. The building will be re-shingled and will have a concrete foundation and floor. A new office will probably be erected.

Dennison, Minn.—E. G. Farrankop, mgr. of the Farmers Elvtr. Co. for many years, will move to Northfield.

Pipestone, Minn.—W. T. Veach has entered into a partnership with his father, B. F. Veach, and the elvtr. will hereafter be operated under the name of B. F. Veach & Son.

St. Paul, Minn.—The bill giving shippers a lien on grain exchange memberships for any indebtedness arising from the purchase of grain, has been indefinitely postponed by the senate grain and warehouse com'te.

Rochester, Minn.—We purchased the site and business formerly owned by the Boler & Scanlan Co. The elvtr. burned before we came into possession of the site. We have added more coal sheds and intend to build a small elvtr. and feed room.—Sheehan & Richardson.

MINNEAPOLIS LETTER.

C. L. Bostwick, formerly with the Tenney Co., on May 1 became office mgr. for the Hallet & Carey Co.

Several memberships in the Chamber of Commerce have been offered for sale. Prior to the restrictive trading regulations a membership sold at \$7,000, but 2 days later one was sold for \$5,000 and another was offered at \$6,000.

The following memberships in the Chamber of Commerce have been transferred: From John Nihill to W. J. McCabe and from F. E. Stevens to Edward M. Kauth. The membership of Gordon M. Graff has been posted for transfer to M. W. Smith.

The Van Dusen-Harrington Co. has already lost 8 of its employees thru enlistments. They are Charles C. Fagg, Clark W. Ewe, George M. Mann, Gilmore F. Garland, Howard W. King, Alvin R. Strand, Wellington Collins and Harold W. Abrahams.

A meeting of the creditors of the P. B. Mann-Anchor Co., bankrupt, will be held June 4, to elect a trustee to succeed Julius C. Emmitt, deceased, and also to handle any necessary business regarding the company.—Alexander McCune, referee in bankruptcy.

The Great Northern R. R. announced May 4 that it would refuse to accept disposition orders on cars of grain destined for the Minneapolis milling district because the mills had been loading such cars with flour for shipment to Superior for lake forwarding. The Traffic Ass'n protested, and placed the matter before the Car Service Com'te at Washington. The road has since rescinded this order. Upwards of 300 cars of flour for lake-and-rail shipment were held up on track for several days.

The board of directors of the Chamber of Commerce has adopted the following resolution: Resolved, That until further notice, the use of the Exchange Room and its facilities is withdrawn so far as the making of purchases of wheat or rye for future delivery is concerned, as distinguished from cash transactions, except in liquidation of existing contracts. Members may enter into contracts for sale of wheat or rye for future delivery without limitation except as to price. No contracts for wheat or rye for future delivery shall be entered into at a price higher than the price prevailing at the close of business, on Saturday, May 12, 1917.

The Marfield Grain Co. has let contract for the design and construction of a reinforced concrete transfer elvtr. and storage tanks to the Hickok Construction Co. The new plant replaces a wooden structure, which burned Apr. 8. The combined capacity of the elvtr. and storage units will be over 225,000 bus. Equipment includes two 150-ton track scales, one on either side of the elvtr., 2 car legs, with a capacity of 8,000 bus. per hour each, and legs to take care of the grain cleaners. The elvtr. legs will be driven by separate motors, using silent chain and transmission rope. The cleaners will have separate drives as also the car puller and car shovels. The new plant will be in connection with existing group of concrete storage tanks, which suffered no injury at the time of the fire.

T. H. Chambers, traveling representative of C. C. Wyman & Co., was killed May 5 in an automobile accident.

The Northwestern Grain Co., of Port Huron, has opened an office in the Metropolitan Bldg., with W. J. Buchanan as mgr.

MISSOURI

Auxvasse, Mo.—The Auxvasse Mlg. Co. will be dissolved.

Palmyra, Mo.—The Farmers Elvtr. Co. will build an elvtr. on the Burlington.

Clinton, Mo.—W. A. Hurley, of the Hurley Grain Co., is ill at a hospital here.

Boyrnton, Mo.—The O. A. Talbot Grain Co. is building an elvtr. at this place.

Odessa, Mo.—The Baggary Mlg. Co. is installing a new electric bleacher and making other improvements.

Joplin, Mo.—We are installing a 75-h. p. gas engine.—J. W. Boyd, pres. J. W. Boyd Grain & Commission Co.

Sarcozie, Mo.—A scooper is buying grain at this place, Reeds and Wentworth.—J. E. Forsythe, Fayetteville, Ark.

La Due, Mo.—Otto Volkman has succeeded me as mgr. of the La Due Grain & Supply Co.—Wm. Lee Pinkston, Clinton.

Lilbourn, Mo.—B. A. McCord, J. E. McCord and J. F. Cox, of Sikeston, are the owners and officers of the Lilbourn Grain Co., which will build an elvtr.

Clinton, Mo.—We have organized the Farmers Elvtr. Co. with a capital stock of \$10,000, and will build an elvtr. soon.—Wm. Lee Pinkston, formerly at La Due.

Puxico, Mo.—The Scott County Mlg. Co., of Sikeston, has established an elvtr. here with R. W. Russell in charge. Flour, meal and feed will be handled in connection.

KANSAS CITY LETTER.

T. F. Knight, formerly with M. J. Lane & Co., is now with the Lonsdale Grain Co.

Frank Fleming and R. E. Corbin, traveling solicitors for B. C. Christopher & Co., have joined the colors.

The large grain warehouses of the Phil E. Drought Grain Co. were destroyed May 16 by fire, believed to be of incendiary origin. The loss is more than \$50,000. This district is under guard of soldiers.

The Jas. F. Geisel Grain Co. incorporated; capital stock, \$16,000; incorporators, Jas. F. Geisel, and others. Mr. Geisel, for many years wheat buyer for the Valier & Spies Mlg. Co., will make a specialty of buying grain for mills. Offices will be maintained in the Glover Bldg.

Members of the Board of Trade voted May 19 on a resolution adopted by the directorate providing a system of charges under which wheat, rye, barley, ear corn, snapped corn, shelled corn, oats, kafir grains and flaxseed will be sold on a basis of 1% of value. There will be a maximum of 2c a bu. and a minimum of 1c on wheat; a maximum of 1½c and a minimum of 1c on rye, barley and corn. The maximum will be 1c on oats and the minimum ½c and on the kafirs the maximum will be 3c per cwt., and the minimum will be 2c.

ST. LOUIS LETTER.

Henry W. Beck, head of the H. W. Beck Grain & Feed Co., died May 18, aged 81 years. He was one of the oldest members of the Merchants Exchange.

Tilghman A. Bryant is now associated with the J. A. Teasdale Commission Co. He has just returned from a trip to Portland, Seattle and Salt Lake City in the interest of his white wheat business.

A vote of the members of the Merchants Exchange has been taken on a proposition to subscribe \$25,000 of stock in the two corporations which were organized for the operation of a line of barges between St. Louis and New Orleans and also St. Louis and Minneapolis.

ST. JOSEPH LETTER.

S. M. Bird recently underwent a serious operation and is recovering satisfactorily.

We have no plans for a new mill or addition to our present plant; neither have we any plans for more storage.—W. M. Clark, of Aunt Jimema Mills Co.

Capt. R. E. Hastings, of the St. Joseph Public Elvtr., has been ordered to report at Ft. Riley and Capt. F. R. Warrick, Jr., of the Elwood Grain Co., to report at Ft. Sam Houston.

The board of directors of the Grain Exchange has adopted an amendment to the trading rules, making the commission on consignments 1%. The former charge was ¾c a bu. The new plan will make payment based on the price of grain, rather than on the quantity of the consignment. A vote of the members is being taken May 25.

MONTANA

Lambert, Mont.—Chas. Kirchen is now agt. of the Occident Elvtr. Co.

Moore, Mont.—I am now mgr. of the Moore Mlg. Co.—H. H. Duncan.

Westmore, Mont.—The elvtr. of the Columbia Elvtr. Co. is closed.—P. M.

Park City, Mont.—R. Johnson is now mgr. of our elvtr.—Park City Mlg. Co.

Frazer, Mont.—I am now agt. of the Imperial Elvtr. Co.—Harold Musgjerd.

Delphia, Mont.—I am mgr. of the Handel Elvtr. Co. at this station.—W. F. Secor.

Fowler, Mont.—I am agt. of the Rocky Mountain Elvtr. Co.—Reuben A. Riesland.

Columbia Falls, Mont.—I am now agt. of the Kalispell Flour Mill Co.—A. D. Priest.

Musselshell, Mont.—Paul Roseberry is mgr. of our elvtr.—Musselshell Mercantile Co.

Hilger, Mont.—I am now mgr. of the Equity Co-operative Ass'n.—J. H. Peterson.

Willow Creek, Mont.—I am now agt. of the Montana Central Elvtr. Co.—J. A. Price.

Geyser, Mont.—C. W. McNulty is now mgr. of our company.—Equity Co-operative Ass'n.

Rosebud, Mont.—Wm. Bartz is now mgr. of our 20,000-bu. elvtr.—Rosebud Mercantile Co.

Grass Range, Mont.—I am now mgr. of the Equity Co-operative Ass'n.—C. D. Summers.

Dodson, Mont.—C. Winkler is now agt. of the Imperial Elvtr. Co.—Equity Elvtr. Co.

Comertown, Mont.—The elvtr. of the Atlantic Elvtr. Co. has been slightly damaged by fire.

Hamilton, Mont.—I am vice-pres., treas. and mgr. of the Bitter Root Stock Farm.—C. A. Crawford.

Suffolk, Mont.—H. Button, of Bainville, is now grain buyer for the Western Lumber & Grain Co.

Dixon, Mont.—The defunct Reservation Farmers Grain Co. is out of business at this station.—P. M.

Twin Bridges, Mont.—I have resigned as mgr. of the Farmers Elvtr. Co., effective July 1.—J. P. Olson.

Ingomar, Mont.—I am now mgr. of the 25,000-bu. elvtr. of the Musselshell Valley Grain Co.—S. Wright.

Virgelle, Mont.—Lee Walden is now in charge of our elvtr. at this station.—Farmers Produce Co.

St. Ignatius, Mont.—We will probably build an elvtr. here this season.—Beckwith Mercantile Co., Ravalli.

Culbertson, Mont.—Lee More is now agt. of the Imperial Elvtr. Co.—Louis Peterson, mgr. Farmers Elvtr. Co.

Glendive, Mont.—Frank Burr is now agt. of the Occident Elvtr. Co.—H. B. Zeller, mgr. Farmers Grain Co.

Gilman, Mont.—An elvtr. will be erected here this summer. James A. Mahood, of Big Sandy, is interested.

Simms, Mont.—The Montana Central Elvtr. Co. operates the only elvtr. at this station.—T. F. Cruzen, agt.

Conrad, Mont.—The recently incorporated Farmers Exchange has applied for a site and will erect an elvtr.—X.

Ethridge, Mont.—Stephen Foster is in charge of the elvtr. of the International Elvtr. Co.—Geo. A. Norman.

Verona, Mont.—Bert Chesley is now agt. of the Rocky Mountain Elvtr. Co.—C. O. Kreider, agt. State Elvtr. Co.

Shelby, Mont.—The St. Anthony & Dakota Elvtr. Co. operates the only elvtr. at this station.—W. W. Sigler, agt.

Rodger, Mont.—The Treasure State Grain Co., of Billings, has let contract for an elvtr. to the Globe Construction Co.

Savoy, Mont.—We will build a 30,000-bu. elvtr. at this station.—Jas. R. Smyth, mgr. Chinook Elvtr. & Mlg. Co., Chinook.

Chinook, Mont.—We have a lumber dept., but no elvtr. at this place.—R. L. Gardner, agt. lumber dept., Imperial Elvtr. Co.

Glasgow, Mont.—Fire recently damaged the elvtr. of the Montana-Dakota Grain Co. at this place. The loss was small.

Broadview, Mont.—Robert Mitchell is now agt. of the Rocky Mountain Elvtr. Co.—D. W. Hunter, mgr. Farmers Elvtr. Co.

Benchmark, Mont.—J. C. Hatchin is now agt. of the Rocky Mountain Elvtr. Co.—C. A. Allison, mgr. Independent Elvtr. Co.

Rudyard, Mont.—Leo La Barge is now agt. of the International Elvtr. Co.—H. R. Hill, agt. St. Anthony & Dakota Elvtr. Co.

Red Lodge, Mont.—We are the only regular grain dealers at this station.—J. H. Hyatt, mgr. Rock Creek Farmers Elvtr. Co.

Stipek, Mont.—E. H. Graham is now agt. of the Eastern Montana Elvtr. Co. and I am agt. of the Occident Elvtr. Co.—E. C. Tegen.

Tunis, Mont.—I am in charge of the 25,000-bu. elvtr. of the Greely-Schmidt Elvtr. Co., situated on the G. N.—W. J. Graham.

Kremmlin, Mont.—A. J. Anderberg is now mgr. of the Equity Co-operative Ass'n and I am agt. of the H. Earl Clack Co.—Chas. P. Black.

Chinook, Mont.—The Milk River Elvtr. Co. will build a 20,000-bu. annex to its elvtr.—Jas. R. Smyth, mgr. Chinook Elvtr. & Mlg. Co.

Coffee Creek, Mont.—J. Jezsek is agt. of Anderson & Ravitch and I am in charge of the elvtr. of the Montana Elvtr. Co.—Otto Johnson.

Three Forks, Mont.—A. H. Recksteiner is now mgr. of the Three Forks Mlg. Co.—J. M. Stroman, mgr. Three Valleys Co-operative Ass'n.

Ryegate, Mont.—We will do some repair work on our elvtr. and coal sheds this summer.—E. M. Wickstrum, mgr. Ryegate Elvtr. Co.

Fox, Mont.—The Treasure State Grain Co., of Billings, has let contract for the erection of an elvtr. here to the Globe Construction Co.

Dutton, Mont.—K. Hofta is agt. of the Rocky Mountain Elvtr. Co., succeeding Ludwig Berkland, who is now mgr. of the Farmers Elvtr. Co.

Merino, Mont.—Harry Smith is now agt. of the Montana Central Elvtr. Co. and I am mgr. of the Equity Co-operative Ass'n.—Raymond Bisson.

Strater sta. (Malta p. o.), Mont.—G. L. Brokofsky is now agt. of the St. Anthony & Dakota Elvtr. Co., which operates the only elvtr. at this station.

Fresno, Mont.—Richard Trouson is now agt. of the Farmers Co-operative Ass'n and I am agt. of the St. Anthony & Dakota Elvtr. Co.—Frank J. Madden.

Wibaux, Mont.—G. A. Fox is now mgr. of the Farmers Elvtr. Co. and David Baird is agt. of the Northside Elvtr. Co.—J. P. Jentges, agt. Occident Elvtr. Co.

Stevensville, Mont.—We operate a 20,000-bu. elvtr. here. J. F. Borough is a track buyer and H. V. Lockridge owns a flat house.—May Mercantile Co.

Hamilton, Mont.—The Hamilton Cereal & Flour Mill Co. has let contract for a 100,000-bu. reinforced concrete elvtr. to the Burrell Engineering & Construction Co.

Straw, Mont.—The 25,000-bu. elvtr. of the Gallatin Valley Mlg. Co., of which H. R. Thompson was agt., is closed at present.—F. W. De Long, agt. Montana Elvtr. Co.

Hardin, Mont.—The Hardin Mlg. Co. has been declared bankrupt and its financial affairs are not settled at the present time.—Fred Mitchell, mgr. J. W. Denio Mlg. Co.

Chester, Mont.—Tom Healy is now mgr. of the Farmers Equity Ass'n and E. L. Hill is agt. of the St. Anthony & Dakota Elvtr. Co.—M. H. Lyders, agt. International Elvtr. Co.

Springtime (R. R. name Merrill), Mont.—The Merrill Elvtr. Co., L. D. Dixon, prop., operates a 20,000-bu. elvtr., on the N. P., at this station, which is 9 miles west of Columbus.—N.

Ravalli, Mont.—Our 20,000-bu. elvtr. is the only one in operation at this station. The Reservation Farmers Grain Co. is bankrupt and out of business.—Beckwith Mercantile Co.

Big Sandy, Mont.—Clarence Fisher is now agt. of McNamara & Marlow and J. A. Mahood is agt. of the Rocky Mountain Elvtr. Co.—W. A. Schurmann, mgr. Farmers Produce Co.

Laurel, Mont.—C. A. Rodgers has resigned as mgr. of the elvtr. and mill of the Laurel Mlg. Co. We have succeeded the Wold-Kassner Co.—O. M. Wold, mgr. O. M. Wold Co.

Toston, Mont.—We have sold our 20,000-bu. elvtr. to the State Elvtr. Co. The elvtr. under construction for the Farmers Elvtr. Co. is nearing completion.—Toston Realty & Sales Co.

Shepherd, Mont.—We operate the only elvtr. at this station. The farmers contemplated the erection of an elvtr., but have not built as yet.—A. C. Claffey, agt. Occident Elvtr. Co.

Suffolk, Mont.—Frank P. Grimes, formerly mgr. of the Farmers Elvtr. Co. at Brooks, is the new mgr. of the Equity Co-operative Ass'n of this place, of which John Montgomery is pres.

Drummond, Mont.—The Equity Elvtr. Co. contemplates the erection of an elvtr. here, according to report. We operate the only elvtr. at this station.—F. P. Emery, agt. Montana Central Elvtr. Co.

Manhattan, Mont.—The State Mlg. Co. succeeded me at this station. The other elvtrs. here are operated by the Manhattan Malting Co. and the Gallatin Valley Mlg. Co.—F. L. Benepe, Bozeman.

Madoc, Mont.—James Durkin is now agt. of the Montana & Dakota Grain Co. and I am agt. of the Winter-Truesdell-Ames Co. This town was formerly known as Boyer sta. (Orville p. o.)—H. C. Skarie.

Billings, Mont.—Contract for the erection of 4 elvtrs. has been let by the Treasure State Grain Co. Two of these will be located at stations on the Lake Basin R. R. and the other two at Rodger and Fox.

Lane sta. (Enid p. o.), Mont.—The Montana & Dakota Grain Co. has a 25,000-bu. elvtr., on the G. N., which will be opened for business about Aug. 1.—P. A. Eck, agt. Montana & Dakota Elvtr. Co., Lambert.

Rocky Spur (Buffalo p. o.), Mont.—The elvtr. of the Rocky Mountain Elvtr. Co., which was operated last season by A. W. Abbott, is closed at present.—I. E. Duffield, agt. McCaull-Webster Elvtr. Co., Buffalo.

Coffee Creek, Mont.—The elvtr. of the Gallatin Valley Mlg. Co. is closed. I have succeeded J. F. Babcock as mgr. of the Farmers Mutual Grain & Supply Co.—H. G. Ronish, formerly agt. Gallatin Valley Mlg. Co.

Lewistown, Mont.—The elvtrs. at this station are operated by the Western Lumber & Grain Co., D. E. Markham, agt.; Farmers Elvtr. Co., G. L. Friedlein, mgr., and our company.—A. J. Rahn, agt. Montana Elvtr. Co.

Westby, Mont.—The regular elvtr. operators at this station are the Onsted Grain Co., M. O. Bugh, agt.; Farmers Grain & Trading Co., O. C. Sather, agt., and our company.—G. T. Johnson, agt. Northland Elvtr. Co.

Outlook, Mont.—The elvtrs. at this station are operated by the Cronin Grain Co.; M. M. Johnson, Archie Martinson, agt.; Farmers Elvtr. Co., O. J. Brown, mgr., and our company.—F. G. Welsh, agt. Occident Elvtr. Co.

Columbus, Mont.—The Farmers Elvtr. Co. has bot the 35,000-bu. elvtr. of the Columbus Elvtr. Co. and S. H. Hanson is mgr. We operate the other elvtr. at this station.—Harry Hanson, agt. Montana Central Elvtr. Co.

Winifred, Mont.—G. C. Williams is now mgr. of the Farmers Co-operative Ass'n. The other elvtrs. here are operated by the Freeman Grain Co., W. G. Bergstaser, agt., and J. D. Waldron, with myself as mgr.—E. R. Freeman.

Lothair, Mont.—The elvtrs. at this station are operated by the Gallatin Valley Mlg. Co., Albert Lewis, agt.; St. Anthony & Dakota Elvtr. Co., D. A. Hill, agt., and our company.—C. S. Erickson, agt. International Elvtr. Co.

Hamilton, Mont.—The Hamilton Cereal & Flour Mill Co. sustained a loss recently when its flour and cereal mill burned, together with 17,000 bus. of grain in the bins. The fire is thot to have been caused by a hot box in a pulley.

Plevna, Mont.—Carl Hepperly operates a 20,000-bu. elvtr. at this station, H. Scott is mgr. of the Columbia Elvtr. Co., which operates 2 elvtrs., and I am mgr. of the Farmers Co-operative Ass'n, which owns a 15,000-bu. elvtr.—M. E. Carrington.

Enid, Mont.—The 3 elvtrs. at this station were completed and opened Jan. 15 by the Occident Elvtr. Co., Chauncey R. Oliver, agt.; Equity Co-operative Ass'n, Geo. E. Pope, mgr., and our company.—Chas. W. Dahlin, agt. International Elvtr. Co.

Malta, Mont.—Edwin Haugh is agt. of the Imperial Elvtr. Co., succeeding Sam H. Winkelwider, who is now mgr. of the Farmers Elvtr. Co. Neal Perry is agt. of the Malta Mercantile Co. and R. F. Burtzin is grain buyer and miller for the Malta Mlg. Co.

Valier, Mont.—The regular grain dealers at this station are the Montana Central Elvtr. Co., A. Erwin, agt.; Gallatin Valley Mlg. Co., T. J. Thompson, agt.; Equity Elvtr. Co., J. E. Osborne, agt., and our company.—H. W. Pond, agt. International Elvtr. Co.

Roundup, Mont.—The elvtrs. at this station are operated by the Columbia Elvtr. Co., A. D. Fredricks, agt.; Farmers Elvtr. Co., C. Braithwaite, mgr.; Montana Elvtr. Co., J. Pasic, agt.; Roundup Mlg. Co., E. C. Sparks, agt., and our company.—Roundup Elvtr. Co.

Dunkirk, Mont.—The regular grain dealers at this station are the Gallatin Valley Mlg. Co., Wm. Ballerud, agt.; International Elvtr. Co., Geo. Gorgenson, agt.; Montana Emporium Co., John Owens, agt., and our company.—M. E. Poyzer, agt. St. Anthony & Dakota Elvtr. Co.

Saco, Mont.—The regular elvtr. operators here are the Imperial Elvtr. Co., R. H. Rafter, agt.; St. Anthony & Dakota Elvtr. Co., Oscar Gilbertson, agt., and our company. The Saco Mercantile Co. does not handle grain now.—W. J. McDonnell, mgr. Saco Co-operative Ass'n.

Havre, Mont.—Our company, which was recently incorporated, will have its main office at this city and elvtrs. at Fresno and Laredo, where a new house is under construction. W. H. Westegaard is pres., M. B. Hill, sec'y, and C. B. Cruzen, general mgr.—Farmers Elvtr. Co.

Ft. Benton, Mont.—The regular elvtr. operators at this station are the Farmers Elvtr. & Trading Co., H. Hunkins, mgr.; Greeley-Schmidt Elvtr. Co., Millard Greeley, mgr.; Benton Mlg. & Elvtr. Co., T. Andrews, mgr., and our company.—W. J. Pitman, mgr. State Elvtr. Co.

Wolf Point, Mont.—L. L. Jenkins is now agt. of Clyde Patton; G. Vincent is agt. of the Equity Co-operative Ass'n; Morris Lasterud is agt. of the Wolf Point Mill Co.; P. R. Dougherty is agt. of the Montana & Dakota Elvtr. Co., and I am agt. of the Imperial Elvtr. Co.—F. O. Helgeson.

Conrad, Mont.—Jas. Cogill is agt. of the Rocky Mountain Elvtr. Co., succeeding R. R. Corry, who is now agt. of the Greeley-Schmidt Elvtr. Co. J. C. Price is owner and Mr. McIntosh is agt. of the Conrad Mercantile Grain Co. The Anderson Grain Co. has not built an elvtr. here as yet.

Scobey, Mont.—The elvtrs. at this station are operated by the International Elvtr. Co., S. O. Edland, agt.; Montana & Dakota Grain Co., Ed Nelson, agt.; Scobey Grain Co., Wm. A. Lannon, agt.; Farmers Elvtr. Co., P. Karlsrud, mgr., and our company.—Jesse D. Smith, mgr. Ames Mill Co.

Hobson, Mont.—The Hobson Mill & Elvtr. Co. is now building a 25,000-bu. elvtr. and 125-bbl. mill. Wm. Davidson is mgr. Wm. Olson is agt. of the McCaull-Webster Elvtr. Co., H. T. Goodell operates an elvtr. on his own account and I am mgr. of the Equity Co-operative Ass'n.—F. M. Cook.

Boyd, Mont.—The Occident Elvtr. Co., of which I am agt., owns a 40,000-bu. elvtr., on the N. P., which is the only elvtr. in operation at this station. A house was built here last year, but it has not been completed and opened for business to date. I do not know the name of the owner.—R. S. Perry.

Buffalo, Mont.—The 3 elvtrs. at this station are operated by the Farmers Equity Co., successor to the Farmers Elvtr. Co., A. D. Skinner, mgr.; Montana Elvtr. Co., W. L. Cartwright, agt., and our company. A. O. Nicholls is a farmer and not a grain dealer.—I. E. Duffield, agt. McCaull-Webster Elvtr. Co.

Baker, Mont.—E. B. Burkeson is mgr. of the Equity Co-operative Ass'n, which took over the elvtr. of Wm. O'Laughlin, A. C. Will is agt. of the Atlantic Elvtr. Co., which purchased the elvtr. of the Miller Elvtr. Co., F. J. Maloney is agt. of the Geo. C. Bagley Elvtr. Co. and J. McCaughy is agt. of the Columbia Elvtr. Co.

Roy, Mont.—The Equity Co-operative Ass'n is building a 35,000-bu. elvtr., equipped with up-to-date machinery, including a 25-h. p. engine and a cleaner. The big feature will be the convenient grinding and cleaning room. It has a large warehouse with heated storage capacity. The Thompson Co. has the contract.

Savoy, Mont.—The recently incorporated Equity Co-operative Ass'n is building a 40,000-bu. elvtr. Equipment includes up-to-date cleaning and grinding machinery and a 25-h. p. engine. A large warehouse with heated storage capacity for the handling of perishable products will be built in connection. The Thompson Co. has the contract.

Lohman, Mont.—The recently incorporated Equity Co-operative Ass'n has let contract for a 40,000-bu. elvtr. to the Thompson Co. Equipment includes a 25-h. p. engine and up-to-date cleaning and grinding machinery. A large warehouse with heated storage capacity for the handling of perishable products will be built in connection.

East Helena, Mont.—The Montana Central Elvtr. Co. will build a new 30,000-bu. elvtr. this season. It will be up-to-date thruout. The company will do its own building. It also contemplates the erection of elvtrs. at 5 or 6 different points in the central part of the state.—J. S. Broberg, agt. at Louisville sta. (East Helena p. o.).

Harlem, Mont.—We have purchased the elvtr. of the Milk River Elvtr. Co. and the Equity Co-operative Ass'n has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and placed C. B. Lamen in charge. James Campbell is mgr. of the Harlem Mlg. Co. and Carl Borge is agt. of the Imperial Elvtr. Co.—M. L. Johnson, mgr. Johnson, Reed & Ekegren Elvtr. Co.

NEBRASKA

Phillips, Neb.—Farmers will build an elvtr. and grist mill.

Plattsmouth, Neb.—The Farmers Grain Co. is erecting an elvtr.

Potter, Neb.—The Farmers Elvtr. Co. has made improvements in its elvtr.

Giltner, Neb.—F. J. Hohnstein has accepted the position as mgr. of the Farmers Elvtr. Co.

Polk, Neb.—The Farmers Grain & Stock Co. is rebuilding and enlarging its flour warehouse.

Shelby, Neb.—The Shelby Grain Co. will install a Hall Signaling Grain Distributor in its elvtr.

Gladstone, Neb.—I will be out of the grain business for the present at least.—W. G. Van Buren.

Graf, Neb.—I am mgr. of the recently acquired 7,000-bu. elvtr. of the Farmers Grain Co.—C. F. Ernst.

Grafton, Neb.—W. F. Finnegan has succeeded Thos. Purcell, who resigned as agt. of the Hynes Elvtr. Co.

Arbor sta. (Davey p. o.).—The Farmers Elvtr. Co. has purchased the elvtr. of the Nye Schneider Fowler Co.

Johnson, Neb.—Herman H. Torbeck, mgr. of the Johnson Grain Co., was married May 17 to Miss Marie Nordbrook.

Pickrell, Neb.—Ray R. Wilson, an employee of the Farmers Elvtr. Co., was married May 8 to Miss L. F. Willis.

Indianola, Neb.—Jas. Carmichael is pres. and G. C. Hill is business mgr. of our company.—Indianola Equity Exchange.

Tecumseh, Neb.—Geo. F. Place is pres. and C. N. Schmidt, sec'y, of the recently organized Farmers Union, which will buy or build an elvtr.

Hastings, Neb.—Dick Wood, who has been traveling representative for Goffe & Carkener, of Kansas City, Mo., has taken charge of the company's office here.

Leigh, Neb.—Work is progressing on the new elvtr. of the Farmers Elvtr. Co., which will replace the company's old house. The R. M. Van Ness Construction Co. has the contract.

Upland, Neb.—I am mgr. of the Farmers Union Co. and have been mgr. for the farmers since 1904. I. V. Lentell is not located at this station as far as I know.—L. A. Seberg.

Benedict, Neb.—The recently organized Lincoln Elvtr. Co. has purchased the elvtr., which the Van Wickle Grain & Lumber Co. has been operating under lease from the Lincoln Grain Co.

Fairbury, Neb.—The local office of the Moffat Grain Co. will be closed and F. G. Endleman, mgr., has secured a position as grain buyer for the Missouri River Mills Co., at St. Joseph, Mo.

Chapman, Neb.—No elvtr. at this place burned as was recently reported. Some time ago a few grain doors east of the elvtr. of the T. B. Hord Grain Co. burned but the building was not damaged.—J. Frimann.

North Platte, Neb.—I have just been employed by Leyppoldt & Pennington to take charge of their office beginning June 1 and to install a complete system of books for their business, consisting of buying and selling grain, hay, seeds, stock and fuel.—E. S. Davis.

Millerton, Neb.—Fire recently destroyed the elvtr. of C. B. Barker, together with between 800 and 400 bus. of wheat, 1,000 bus. of corn and 1,000 bus. of oats. The office, coal and lumber sheds did not burn. The loss is partly covered by insurance. Mr. Barker intends to erect a new elvtr. as soon as possible.

Lincoln, Neb.—The Lincoln Elvtr. Co. has been organized to succeed the Cook Lumber & Grain Co., of Cook. Offices have been opened at 622 First National Bank Bldg. The company has purchased elvtrs. at Alvo, Benedict and Dakin, which will be operated in connection with the elvtr. at Cook. J. A. Schoenthal is mgr.

Harvard, Neb.—In a petition in equity brot in the federal court, George W. Cobel, trustee of the Co-op. Grain & Live Stock Co., asks John Richard for an accounting of payments and transfers of money and property made by the plaintiff to defendant during the last 4 months. Plaintiff company filed a petition in bankruptcy March 19, 1915, and after that date made transfers of property to defendants for pre-existing indebtedness, according to the petition. The trustee avers the total claims against the plaintiff exceeded the company's assets. Petitioner asks that all payments made to the defendant be cancelled and defendant required to pay such sum found to be due, which the trustee places at \$4,442.25.

NEW ENGLAND

Boston, Mass.—Geo. J. Pelletier is pres. and Leon A. Provandie sec'y-treas. of the recently incorporated L. A. Provandie Co., which is doing a wholesale grain, cereal, flour, feed and hay business.

Somers, Conn.—William Collins Pease, in the grain and feed business for 35 years, died May 7 of heart disease.

Pawtucket, R. I.—The C. S. Skinner Co., of Orleans, Vt., has purchased the large elvtrs. formerly owned by Peter Lennon. A 250x125 ft. addition will be built at a cost of about \$100,000.

NEW JERSEY

Alloway, N. J.—An elvtr. will be erected by the Ewen Mfg. Co., which operates a mill here.

Jersey City, N. J.—Carscallen & Cassidy have sold their warehouse to the Erie Railroad and have moved their main office to their elvtr., which has been improved and enlarged.

NEW MEXICO

San Jon, N. M.—Our 12,000-bu. elvtr. here was completed 2 months ago.—Robert Stone, agt. Clovis Mill & Elvtr. Co.

Anthony, N. M.—The Anthony Roller Mills, which were idle for 4 years, are now open under new management.—South New Mexico Farmers Ass'n.

Clovis, N. M.—J. A. Latta is pres., Cash Ramey, vice-pres., and Lester Stone, sec'y-treas. of the recently incorporated Clovis Mill & Elvtr. Co., which operates elvtrs. at this place, Melrose, Texico, San Jon and Haveren.

NEW YORK

East Aurora, N. Y.—H. R. Merritt and Chas. G. Baker, who purchased the controlling interest in the Griggs & Ball Co., will continue the business under the same name. Contract has been let for a 70,000-bu. reinforced concrete fireproof elvtr. and warehouse, at a cost of \$75,000. This plant will replace the one burned Jan. 24. Devorell, Spencer & Co. have the contract.

NEW YORK LETTER.

Frank D. Pressinger has applied for membership in the Produce Exchange, Geo. J. Lulie, of the Grain Growers Export Co., W. F. Rosar, of the Melody Grain Co., Robert F. Low and Thomas J. Horan have been admitted to membership.

The following are members of the nominating com'te which will select officers for the Produce Exchange for the year beginning June 1: C. Walton Andrus, H. Myers Bogert, E. W. Burr, Edwin W. Elkus, Frank A. Ferris, H. W. Gladwin, J. W. Hatch, L. G. Leverich and T. Harry Storey.

BUFFALO LETTER.

Henry W. Hudson, representing the Armour Grain Co., Frank J. Maurer and C. W. Goode have been admitted to membership in the Corn Exchange.

The Anderson Grain Co. incorporated to handle grain, straw, hay and feed; capital stock, \$10,000; incorporators, Henry G. Anderson, Wallace A. Anderson and R. E. Lehrbach.

The Buffalo Cereal Co. incorporated; capital stock nominal; incorporators, Henry D. Waters, George F. Booth and Albert A. Voss. The Armour Grain Co. recently took over the cereal plant of this company, which will be enlarged.

NORTH DAKOTA

Averill, N. D.—The Monarch Elvtr. Co. has bot the elvtr. at this station.

New England, N. D.—An elvtr. is being erected by the Farmers Elvtr. Co.

Neche, N. D.—Repairs have been made on the elvtr. of the Farmers Elvtr. Co.

Glen Ullin, N. D.—The Andrews Grain Co. will build a large addition to its elvtrs.

Dunn Center, N. D.—The Equity Elvtr. Co. will put steel pits under the legs in its elvtr.

Tuttle, N. D.—The Regan & Lyness Elvtr. Co. has closed its elvtr. for the summer.—Harry Reiner, agt.

Fordville, N. D.—M. H. Reiten has resigned as agt. of the Woodworth Elvtr. Co. and will establish a flour mill here.

Blanchard, N. D.—The St. Anthony & Dakota Elvtr. Co. has built a 4-bin coal shed this spring.—H. J. Olson, agt.

Kenmare, N. D.—Farmers are planning to rebuild the plant of the Frontier Mfg. Co. as a co-operative elvtr. and mill.

Spring Brook, N. D.—I am now agt. of the St. Anthony & Dakota Elvtr. Co., succeeding T. C. Evensen.—C. F. Genter.

Fargo, N. D.—The Directors & Mgrs. Ass'n of Farmers Elvtrs. of North Dakota will hold a semi-annual meeting July 10 to 12 at this city.

Preston sta. (Blanchard p. o.), N. D.—The St. Anthony & Dakota Elvtr. Co. built a 4-bin coal shed last fall.—H. J. Olson, agt. at Blanchard.

Stirum, N. D.—The new elvtr. of the Farmers Elvtr. Co. burned to the ground, with a loss of \$8,000.

Schurmeier, N. D.—We will erect an up-to-date 30,000-bu. elvtr. here, which will give us 3 houses.—W. M. Jones, pres. Levant Elvtr. Co., Manvel.

Langdon, N. D.—We have not figured on new machinery or repairs in our plant to any extent this season.—J. J. Power, agt. Langdon Farmers Elvtr. Co.

Harwood, N. D.—The elvtr. of Randall, Gee & Mitchell, which has been operated the past 2 seasons by Wheelock & Wheelock, is closed at present.—X.

Milnor, N. D.—We intend to put a new foundation under our flour warehouse and possibly later in the summer will install a new elvtr. leg.—Farmers Mill & Grain Co.

Revere, N. D.—I have resigned as mgr. of the Farmers Elvtr. Co. at Willow City and have taken charge of the elvtr. of the St. Anthony & Dakota Elvtr. Co. here.—Ferd Olsen.

Hensel, N. D.—The recently incorporated Farmers Elvtr. Co. has purchased the elvtr. of the International Elvtr. Co. and will commence business about Aug. 1. E. Busse is pres., John Conlon is treas. and I am sec'y of our company.—R. B. Arnason.

Maddock, N. D.—The recently incorporated Farmers Grain Co. is the old firm of the Farmers Grain, Stock & Fuel Co. reorganized. A new elvtr. will be built if the material can be secured in time and if not the old house will be repaired.—J. M. Jensen, mgr.

Deering, N. D.—R. E. Cauthers, mgr. of the Farmers Elvtr. Co., had his clothing caught in the machinery when he attempted to replace a belt that had slipped off. He managed to hold on to a projecting board until his clothes were torn off and he was released, with only a few bruises.

OHIO

Atwater, O.—The addition to the elvtr. of the Farmers Elvtr. Co. is nearing completion.

Pulaski sta. (Bryan p. o.), O.—The Farmers Grain Co. has let contract for an elvtr.

Chillicothe, O.—The Weidinger Grain & Supply Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Versailles, O.—The Home Grain Co. is installing new electric motors and making minor improvements in its elvtr.

Curtice, O.—H. G. Dehring is still in the grain business here. The crops here do not justify more than one elvtr.—D.

Zanesville, O.—Geo. M. Norman has resigned his position with the Zanesville Grain & Builders Supply Co. and will move to another city.

Mechanicsburg, O.—J. A. Long, of London, has purchased the elvtr. of his brother, T. J. Long, at this point. T. J. Long will remove to Tennessee.

Jackson Center, O.—I am installing a new engine in my feed mill. A. L. Briggs has installed a new 40-h. p. gasoline engine in his elvtr.—K. Threlkeld.

Columbus, O.—The Owen T. Snyder Co., the incorporation of which was recently reported, is not in the grain elvtr. business, but builds passenger and freight elvtrs.

Van Wert, O.—S. E. Johnson and Ira Gilliland have purchased the elvtr. of the Northern Grain Co. and will operate it under the name of Johnson & Gilliland.

Piqua, O.—My office will be continued at this place. C. W. Helm, who has been working in the office with me for 3 years and understands the business thoroly, will be mgr.—E. Milton Crowe.

Willshire, O.—The cribbed elvtr., for which the Willshire Grain Co. recently let contract to the Burrell Engineering & Construction Co., will be completed by July 15, at a cost of about \$15,000. The foundation of the elvtr., which burned Mar. 28, will be used for the new building, which will be the same size as the old house.

Columbus, O.—I intend to go in the track buying business June 15 and will be located at 301 Commerce Bldg. I am negotiating for an elvtr. now, which will be made a partnership affair, under the firm name of O. W. Cook & Co. Mabel A. Church, formerly with A. Felty, will be affiliated with the new company.—O. W. Cook.

Canton, O.—The Canton Feed & Mfg. Co. has secured sites for elvtrs. at Hartsville, Robertsville and Homeworth and sites will be secured soon at Alliance and Bolivar. The company has an elvtr. under construction at Maximo and has already secured elvtrs. at Atwater and Rootstown sta. (New Milford p. o.). It is the intention of the company to establish about 20 elvtrs., with a total capacity of 200,000 bus., within a radius of 40 miles of this city.

CINCINNATI LETTER.

The A. C. Gale Grain Co. has increased its capital stock from \$10,000 to \$50,000.

Robert L. Early, pres. of the Mutual Commission Co., was married May 7 to Miss Margaret R. Rife, of Columbus.

Cosmore W. Weaver, for many years engaged in the grain business here, died May 16 at Westwood, aged 77 years. He retired several years ago.

OKLAHOMA

Carmen, Okla.—The elvtr. of the Enid Mlg. Co. is being overhauled.—T.

Greenfield, Okla.—Ed Wegener is again agt. of the El Reno Mill & Elvtr. Co.

Elk City, Okla.—The Elk City Flour Mills Co. is installing a new 100-ton Howe Track Scale.

Grandfield, Okla.—Robert Helton has enlarged his elvtr. G. L. Godfrey did the work.

Garber, Okla.—Clark Bros. have repaired their elvtr. G. L. Godfrey did the work.

Cherokee, Okla.—Our elvtr. is now operated by electric power.—Hanna-Mansfield Grain Co.

El Reno, Okla.—The El Reno Mill & Elvtr. Co. is adding a 250,000-bus. annex to its elvtr.

El Reno, Okla.—P. N. Kroeker, of Elk City, has engaged in the grain business at this place.

Enid, Okla.—The Norris Grain Co. will reopen its office here June 15, with R. A. Kelly in charge.

Woodward, Okla.—We will install a cleaner in our elvtr. at this place.—L. O. Street Grain Co.

Eagle, Okla.—The Alva Roller Mills is remodeling its elvtr. at this place.—J. E. Collins, agt. at Avard.

Lahoma, Okla.—We are overhauling our elvtr., making general repairs.—J. E. Pool, agt., Randels & Grubb.

Adair, Okla.—E. S. Bouldin, mgr. of Hogan, Hayden & Co., is building a 7,000-bu. elvtr. at this place.

Sayre, Okla.—Pucket Bros. and Walter Jenks have purchased site and will probably erect a large elvtr.

Cordell, Okla.—The Cordell Mlg. Co. is preparing to build 2 concrete bins and to install a new oil engine.

Enid, Okla.—J. H. Shaw has repaired his elvtr., installing a new cleaner and clipper. G. L. Godfrey did the work.

Bridgeport, Okla.—The Shaw Grain Co. has purchased the 7,000-bu. elvtr. of the Oklahoma Mill & Elvtr. Co.

Enid, Okla.—We will install a Richardson Automatic Scale and make general repairs in our elvtr.—Millers Mlg. Co.

Martha, Okla.—The Martha Alfalfa Mill, which has been closed for the past year, will be sold.—E. M. DeBerry.

Amber, Okla.—The Moore Grain Co. is installing a Fairbanks Morse Type Y Engine to replace its gas engine.

Oklahoma City, Okla.—Fred Straughn, of the Oklahoma Export Co., was married recently to Miss Leah Gulick.

Wagoner, Okla.—V. Lamb is erecting a mill and warehouse, equipped with up-to-date corn grinding machinery.

Sharon, Okla.—J. H. Stevens will enlarge his elvtr. to install a cleaner. The White Star Co. has the contract.

May, Okla.—We will install a Fairbanks-Morse Multiple Engine in our elvtr. at this place.—L. O. Street Grain Co.

Carmen, Okla.—We will install a grinder and a new Fairbanks-Morse Type Z Engine.—Carmen Grain & Supply Co.

Ponca City, Okla.—Edward L. Donahue, prop. of the Ponca City Mlg. Co., and an extensive grain dealer, died May 17.

Altus, Okla.—The Cox-Henry Grain Co., of Carmen, has let contract for a 20,000-bu. up-to-date elvtr. to G. L. Godfrey.

Lone Wolf, Okla.—Farmers have organized a company to build an elvtr., at a cost of \$10,000. J. M. Higgins is mgr.

Alva, Okla.—I have taken charge of the Farmers Co-operative Ass'n, which has engaged in the grain business.—E. P. Clark.

Jett, Okla.—F. D. Stevens, of Wichita, has bot the elvtr. of S. R. Overton & Sons. It will be operated by his brother, C. H. Stevens.

Carmen, Okla.—The recently incorporated O. W. Reeg Grain Co., of this place, operates elvtrs. at Duke, Gould and Lone Wolf.—T.

Sharon, Okla.—We will install a cleaner in our elvtr. and increase the storage capacity.—J. H. Stevens, mgr. Farmers Shipping Ass'n.

Hollis, Okla.—J. W. Butler is pres., E. N. Dial, vice-pres., G. P. Morton, sec'y, and T. Tyler, mgr. of our company.—Hollis Mill & Grain Co.

Oklahoma City, Okla.—The law passed by the last legislature, which legalizes local grain and stock exchanges, becomes effective June 15.

Burlington, Okla.—The Farmers Elvtr. Co. is enlarging its office and lining its grain bins.—G. W. Lousignout, agt. Kansas Flour Mills Co.

Perry, Okla.—Work is progressing on the 2 reinforced concrete grain tanks, of 25,000 bus. capacity each, which the Perry Mlg. Co. is erecting.

Avard, Okla.—The Enid Mill & Elvtr. Co. is moving its elvtr. to a better location nearer the main street.—J. E. Collins, agt. Alva Roller Mills.

Lahoma, Okla.—We are enlarging our office building, and some minor improvements will be made in the mill and elvtr.—Lahoma Roller Mills.

Enid, Okla.—The Enid Mlg. Co. has given its elvtrs. at several stations thruout the state a general overhauling. G. L. Godfrey did the work.

Lahoma, Okla.—Farmers contemplate the erection of an elvtr. to handle the new crop.—Chas. E. Ramsey will be mgr.—Farmers Elvtr. Co., Meno.

Guymon, Okla.—J. T. Allen & Sons contemplate enlarging their mill and replacing the steam plant with one of larger capacity, which will be 125 h. p.

Watonga, Okla.—The Farmers Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, B. F. Smith, C. L. Overstreet and J. L. Fisher, of Omega.

Fargo, Okla.—We plan to make general repairs on the elvtr. which we recently purchased from the C. B. Cozart Grain Co.—Farmers Grain & Supply Co.

Chickasha, Okla.—The Moore Grain Co. is increasing the capacity of its elvtr. 10,000 bus. and replacing the electric motors with a Fairbanks Morse Type Y Engine.

Goltry, Okla.—W. B. Johnston, of Enid, has bot the elvtr. formerly owned by T. P. Couch. It will be operated in connection with Mr. Johnston's other stations.—T.

Noel, Okla.—W. B. Johnston is building a 10,000-bu. studded iron clad elvtr., with gasoline power and a Howe Hopper Scale. Ben Douglas, of Alva, will have charge.

Durant, Okla.—The Durant Mlg. Co. incorporated; capital stock, \$200,000; incorporators, J. Lloyd Ford, J. H. Wahl, of Shawnee, and T. F. Gwaltney, of Madill.

Shattuck, Okla.—The Higgins Mill & Elvtr. Co. has an 8,000-bu. elvtr. here. I do not know who will be mgr.—D. C. Ewing, prop. Shattuck Grain & Cotton Gin Co.

Cherokee, Okla.—The Farmers Federation has let contract for the erection of tile storage tanks at this place, Daley and Yewed sta. (Lambert p. o.) to G. L. Godfrey.

Dacoma, Okla.—The Dacoma Grain Co. is planning to increase the capacity of its elvtr. The Enid Mlg. Co. is remodeling its elvtr. and installing a concrete foundation.—N.

Devol, Okla.—We have purchased the elvtr. of the Houston Grain Co. and will operate it during the coming season.—F. E. Humphreys, mgr. Lawton Grain Co., Lawton.

Norg, Okla.—The Moore Grain Co. is building a 25,000-bu. elvtr., equipped with a Fairbanks-Morse Type Y Engine, Western Machinery, including a sheller, and an automatic scale.

Junction, Okla.—The Junction City Grain & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, E. R. Austin, Los Angeles, W. M. Black and F. A. Pope, of this place.

Shawnee, Okla.—The F. & L. Feed, Flour & Seed Co. incorporated; capital stock, \$50,000; incorporators, A. L., H. B. and R. H. Fauble. The company has purchased a Midget Marvel Mill.

Lamont, Okla.—T. C. Cones is putting a concrete bottom and foundation under his elvtr. and will install automatic scales to replace the hopper scale. Natural gas will be used in the engine.

Foraker, Okla.—We will overhaul our elvtr. and install a new sheller, combination cleaner, metal spouting, chutes, man-lift and a wagon dump.—D. J. & D. C. Edwards, mgrs. Edwards Grain Co.

Enid, Okla.—The Enid National Bank Bldg., in which is located the Board of Trade, is being increased to 6 stories in height. This will probably have the effect of bringing about a change in the arrangement of the trading room, but as yet no plans of this kind have been approved.—T.

Woodward, Okla.—I will build several elvtrs. at stations to be located on the line of the Buffalo & Northwestern, which is building from Waynoka. The contracts have not been let.—W. M. Enlow.

Optima, Okla.—The recently organized Farmers Equity Exchange incorporated; capital stock, \$15,000; incorporators, J. E. Churchill, W. F. Hubbard and Wm. Bunce. The company will operate an elvtr.

Meno, Okla.—We have recently bot a Richardson Automatic Scale, which will be installed in our elvtr., and the plant will receive other necessary repairs.—C. E. Carlson, vice-pres. Farmers Elvtr. Co.

Blackwell, Okla.—Plans for the replacement of the elvtr. of Gingerich & Syllinder, which burned Apr. 28, are being considered. Reinforced concrete construction is being discussed but no decision has been reached.—T.

Cherokee, Okla.—We are erecting a new office building and installing new machinery in our milling plant. Our grain storage will be increased by concrete tanks, which are now being built.—J. A. Commons, mgr. Cherokee Mills.

Blackwell, Okla.—S. W. Miller, agt. for the Deer Creek Elvtr. Co. at this place, has practically recovered from the effects of an arm breaking which he received when an automobile which he was cranking failed to function properly.—T.

Dunlap, Okla.—C. E. Roper, agt. of our company here, was recently married to Miss Marie Hayworth, of Woodward, and we have enlarged our office at this place to provide a residence for the newlyweds.—L. O. Street Grain Co., Woodward.

Drummond, Okla.—The recently organized Drummond Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Ira J. Long, L. A. Wegener and W. H. Stewart. The company has a 15,000-bu. elvtr. under construction, which will be completed by July 1.

Blackwell, Okla.—We have recently remodeled our corn handling plant, installing a new sheller and making concrete bin bottoms. Our power is now furnished by 6 electric motors which take the place of the old steam plant.—M. C. Herschberger, agt., Blackwell Mfg. & Elvtr. Co.

Alva, Okla.—It is understood that the Santa Fe will only build its new line west from Shattuck a sufficient distance to hold its charter granted by the state of Texas. We will build elvtrs. along the line, but there will be no wheat to handle this year, and for that reason the road will not be continued to Spearman until next season.—L. L. Peters, mgr., Alva Roller Mills.

Stillwater, Okla.—The Stillwater Mfg. Co. incorporated; capital stock, \$30,000; incorporators, J. E. Audsley, pres., Frank H. Kolm, sec'y-mgr., and others. The company has bot the plant of the Stillwater Mill & Elvtr. Co. and will own and operate elvtrs. at Glencoe and Mehan. Improvements are being made in the mill here and the capacity will be increased. Mr. Audsley will be in charge.—A.

Lawton, Okla.—The Supreme Court of Oklahoma issued a mandate to the District Court of this district that formally ordered the receiver to sell the property of the Lawton Mill & Elvtr. Co., to return the money to the successful bidder, that is, purchase price of the property, and vacate the sale at once. The Supreme Court held that there was no law that would justify the district court in ordering the sale of the property at that time. The defendants in error then filed a motion with the Supreme Court for a new hearing, which was recently denied by that court. The defendants in error then filed a second petition for re-hearing, which is now pending. As the original purchaser at receivers' sale sold it to Walker Flour Mills, and as the Supreme Court has decided the sale was illegal as ordered by the District Court to start with, makes it rather a complicated proposition.—Lawton Grain Co.

OREGON

Eugene, Ore.—The Grangers Eugene Warehouse has been incorporated, with a capital stock of \$5,000.

Clem, Ore.—I am interested in handling grain in bulk this season. I operate 2 warehouses.—E. H. Randall.

Heppner, Ore.—The Farmers Union has completed arrangements for the erection of a 100,000-bu. elvtr. at a cost of \$18,000.

Maupin, Ore.—The Maupin Warehouse Co. will build an elvtr. and warehouse.—Fred A. Covey, of Hunts Ferry Warehouse Co.

Portland, Ore.—The erection of a 3,000-000-bu. elvtr. is being discussed, subject to the vote of the people in June.—August Berg.

Metolius, Ore.—The Central Oregon Mfg. Co. intends to enlarge its storage capacity this season.—C. P. Randall, agt. Tum A Lum Lumber Co.

Brownsville, Ore.—I have constructed another storage warehouse, which is nearing completion. I have also added an additional receiving elvtr. to my grain elvtr., giving a double capacity over former years.—Chas. Sterling of Brownsville Warehouses.

Emerson, Ore.—The Standard Hollow Elvtr. Co. has let contract for an 80,000-bu. wooden elvtr. to the Burrell Engineering & Construction Co. Equipment includes 22 bins, 20-h. p. engine, 2 legs, automatic dump and hopper scales. It will cost approximately \$18,500.

Portland, Ore.—C. E. Porter, formerly with the Baker Mill & Grain Co., Baker, and the Portland Flouring Mills Co., has been named as chief grain inspector of Oregon. His office will be at this place. J. W. Church, of Hood River, has been named by the Commission as chief deputy.

Dallas, Ore.—The Farmers Union has let contract for its new warehouse, and construction will start at once. The building will be 40x80 ft., 14 ft. high, and will be used for storing grain. A cleaning machine and chopping mill will be installed, and the company will clean, chop, buy and sell.

Astoria, Ore.—The Port of Astoria is inviting proposals for the construction of 6 tanks for the storage of wheat and other grain, with a minimum capacity of 500,000 bus. It is understood that upon completion of these tanks it will invite proposals for the construction of 6 additional tanks, with a capacity of 500,000 bus. It is expected that the first 500,000-bu. unit will be ready in time for the 1917-1918 crop.—Astoria Flouring Mills Co.

PENNSYLVANIA

Towanda, Pa.—The Dayton Mfg. Co. has erected a 30x40 ft. office.

York, Pa.—The Anderson Bros. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

West Grove, Pa.—S. K. Chambers, pres. of S. K. Chambers & Bros., grain dealers, died recently. He was a member of the Philadelphia Commercial Exchange.

Erie, Pa.—The workmen employed to clean up the debris at the Anchor Line Elvtr., which burned recently, have been on strike and the work of salvaging the grain is progressing very slowly. The strike is apparently in sympathy with the strike of the Russian longshoremen.

PHILADELPHIA LETTER.

J. Douglas Dundas has applied for membership in the Commercial Exchange.

Two workmen were badly scalded when a boiler exploded May 4 at the Girard Point Elvtr.

Samuel B. Gilpin, for the past 15 years engaged in the grain and flour business, is slowly recovering from the injuries received when he was struck by an automobile truck.

SOUTH DAKOTA

Kidder, S. D.—The elvtr. of the Cargill Elvtr. Co. is closed.

Spearfish, S. D.—The Spearfish Mfg. Co. is erecting an elvtr.

Grenville, S. D.—The elvtr. of the Victoria Elvtr. Co. is closed.—X.

Hetland, S. D.—I will overhaul my recently acquired elvtr.—Hans Tande.

Delmont, S. D.—We have installed a new electric motor to operate our elvtr.—Farmers Elvtr. Co.

Hartford, S. D.—I am now grain buyer and bookkeeper for the Hartford Grain Co.—H. M. McCreery.

Lake City, S. D.—The elvtr. of the Crown Elvtr. Co. is closed.—M. J. Roelike, agt. Osborne-McMillan Elvtr. Co.

Cayuga, S. D.—C. J. Johnson, of Peever, will take charge of the elvtr. of the Johnson & Norman Grain Co.

Selby, S. D.—Jacob Stroble, Sr., formerly in the grain business at this place, Lowry and Bowdle, died May 6.

Willow Lakes, S. D.—G. H. Brown has resigned his position with the Farmers Elvtr. Co. and has gone to Montana.

Harrisburg, S. D.—The Farmers Elvtr. Co. is about to let contract for the erection of a new elvtr.—W. W. Thorpe, mgr.

Athol, S. D.—The Farmers Elvtr. Co. is planning the erection of coal sheds this summer and will build an elvtr. in about a year.

Brentford, S. D.—The Farmers Union Grain Co. will buy or build an elvtr. to operate in connection with its present 25,000-bu. elvtr.

Crocker, S. D.—The Farmers Elvtr. Co. has painted and remodeled its office and contemplates the installation of a lighting system and automatic dump.

Dell Rapids, S. D.—The William Slaughter Grain Co. on June 1 will take over and operate the elvtrs. of the Fields & Slaughter Co. here and at Elk Point.—K.

Astoria, S. D.—Geo. P. Sexauer & Son have bot the elvtr. of the Western Elvtr. Co. and placed C. A. Chester in charge.—H. H. Hinderaker, mgr. Farmers Elvtr. Co.

Reville, S. D.—The Farmers Elvtr. Co. will install an automatic scale and a feed grinder in its elvtr. Flour, feed, salt and twine will be handled by the company this season.

Redelm, S. D.—The recently organized Redelm Equity Exchange has called for bids for a 20,000-bu. cribbed elvtr., with 12 bins, 2 legs and other necessary machinery.

Sioux Falls, S. D.—C. H. Thayer & Co., of Chicago, Ill., will open an office here on July 1. Albert Charrin, their South Dakota representative at Canton, will come here and take charge.

Hayti, S. D.—The elvtr. of the McCaul-Webster Elvtr. Co. is closed for the season. We bot the interests of Frank Schultz & Son and are running 2 houses.—S. L. Myhres, mgr. Farmers Elvtr. Co.

Beebe, S. D.—I own and operate an 18,000-bu. elvtr. on the C., M. & St. P., which is the only elvtr. at this station. The farmers are negotiating with me for the purchase of my house.—E. J. McGlenn.

Hecla, S. D.—G. W. Van Dusen & Co. are remodeling their elvtr. and installing a Monitor Cleaner and Richardson Automatic Scale. The Hecla Co-operative Elvtr. Co. has built a flour and feed house and a directors' office.

Columbia, S. D.—The elvtr. of G. W. Van Dusen & Co. burned May 11, together with 1,100 bus. of wheat, 1,400 bus. of flaxseed, 600 bus. of barley and a carload of corn and flour. This is the 3rd elvtr. that burned at this station within 3 weeks.

Dupree, S. D.—The recently organized Dupree Equity Exchange has been incorporated, with a capital stock of \$25,000. A. G. Davis is pres. and J. J. Walters is sec'y-treas. of the company which has received bids for the erection of an elvtr.

Wentworth, S. D.—The Farmers Elvtr. Co. will build new coal sheds. elvtr. will be erected this summer.

Kidder, S. D.—Norman & Mohn have dissolved partnership and the Norman & Johnson Grain Co. has been formed to operate elvtrs. at this place, where I am mgr.; at Peever, C. T. Fystrom, agt.; Cayuga, N. D., C. J. Johnson, agt.; and at Havana, N. D., O. C. Beck, agt.—G. Norman.

TENNESSEE

Jellico, Tenn.—This section does not produce enough grain to justify an elvtr.—H. T. Hackney Co.

TEXAS

Higgins, Tex.—I will paint my elvtr. and other buildings.—E. A. Rubottom.

Gunter, Tex.—A 10,000-bu. elvtr., 50-bbl. flour mill and corn mill are being erected at this place.

Amarillo, Tex.—The Ft. Worth Elvtrs. Co. will let contract for a 500,000-bu. elvtr. at this place.

McLean, Tex.—There is no elvtr. at this station.—E. R. Eakins, cashier American National Bank.

Groom, Tex.—The Farmers Gin & Elvtr. Co. has increased its capital stock from \$5,000 to \$10,000.

Paris, Tex.—The capital stock of the Paris Mlg. Co. has been increased from \$50,000 to \$100,000.

Comanche, Tex.—The storage capacity of our plant will be slightly enlarged.—Comanche Mlg. Co.

Godley, Tex.—Hardcastle & Tucker is a new firm, which is operating an elvtr. and mill.—J. T. Dillard.

Higgins, Tex.—We will paint the buildings of our plant and make other minor repairs.—Gerlach-Higgins Mlg. Co.

Higgins, Tex.—We have succeeded the Textline Elvtr. Co., at this place, the change being in the firm name only.—Floco Grain Co.

Groom, Tex.—The ruins of the burned elvtr. of the Farmers Elvtr. Co. were still smoking May 9, 3 weeks after the fire occurred.

Texarkana, Tex.—Thé Clark-Lynn Grain Co. incorporated; capital stock, \$25,000; incorporators, Henry Moore, Jr., T. A. Clark, and others.

McLean, Tex.—The C. B. Cozart Grain Co. contemplates the erection of an elvtr here, but nothing has been done so far toward its construction.

Shamrock, Tex.—We will build new coal bins, and expect to increase our warehouse capacity.—Shamrock Mill & Elvtr. Co.

Wichita Falls, Tex.—The firm of Priddy & Co. has been organized by W. M. Priddy, formerly mgr. of the Wichita Mill & Elvtr. Co., to do a general grain business.

Vernon, Tex.—The Seley Grain & Fuel Co. will remodel its plant so that wheat flour can be manufactured. The company expects to spend not less than \$10,000.

Textline, Tex.—The Otto Johnson Mercantile Co. is building a 70x96 ft. warehouse and coal bins. New grain cleaning machinery will be installed in the elvtr.

Denton, Tex.—The Alliance Mlg. Co. has postponed its contemplated improvements, amounting to \$75,000, as materials for the work can not be secured at the present time.

Shamrock, Tex.—I will make extensive improvements to my plant at this place, installing a track scale and machinery for threshing kafir and maize heads in the house.—W. P. Dial.

Ft. Worth, Tex.—P. J. Mullin, formerly connected with the Kansas Flour Mills Co., became associated with us on May 1 and is in charge of our consignment and mill order business. We are adding a large concrete annex to our elvtr. facilities here.—Dazey-Moore Grain Co.

Plainview, Tex.—We are building an up-to-date elvtr. at this place. Work on the foundation is now in progress and the house will be of 45,000 bus. capacity.—E. S. Hall, of Hall & Ayers.

Canadian, Tex.—Ira Swinehart, who has been engaged in the grain business at Glazier for several years, will take charge of our business as mgr.—Noah Samples, pres. Farmers Shipping Ass'n. Glazier.

The following have applied for membership in the Texas Grain Dealers Ass'n: P. H. Robinson, Harrold; Orth Mlg. Co., Yoakum; Rigg & Spears, Tioga; Max H. Miller, El Paso, Tex., and E. B. Burdick Mercantile Co., Melrose, N. M.—H. B. Dorsey, sec'y.

Spearman sta. (no p. o.), Tex.—The following firms will build elvtrs. at this point, the terminus of the new line which the Santa Fe is building out of this place: C. M. Light Grain Co., Liberal, Kan.; Hutchinson Grain Co., Shattuck, Okla.; Ingall Bros., Shattuck, Okla.; Geo. Harbaugh, Alva; Choctaw Grain Co., Oklahoma City.—O. W. Hutchinson, Shattuck.

UTAH

Salt Lake City, Utah.—The name of the W. O. Kay Elvtr. Co. has been changed to the Inter Ocean Elvtr. Co.—Farm Grain & Mlg. Co.

Nephi, Utah.—The Juab County Farmers Equity, Ltd., incorporated to deal in farm products and to build and own elvtrs.; capital stock, \$20,000.

WASHINGTON

Wilbur, Wash.—The Grain Growers Warehouse Co. will increase its capital stock from \$16,000 to \$50,000.

Pasco, Wash.—The erection of many new elvtrs. in this section is contemplated.—C. B. Shoemaker, mgr. Pasco Flour Mills Co.

McAdams, Wash.—I understand that the Northern Grain & Warehouse Co. will build an elvtr. here.—Chas. S. Bassett, agt. Pacific Coast Elvtr. Co.

Waverly, Wash.—The Waverly Grain Co. contemplates the erection of an elvtr. or the remodeling of its warehouse.—Farmers Union Grain & Supply Co., Latah.

Prescott, Wash.—E. N. McCaw and our company will build elvtrs. to receive this season's crop. Each will be equipped with the most up-to-date machinery.—Joseph Utter, mgr. Prescott Warehouse Co.

Goldendale, Wash.—The Interior Warehouse Co., of Portland, Ore., was given judgment for \$362.25 and \$180.65 against Wedgwood Bros. and G. C. Wedgwood, respectively, for failure to deliver wheat on contract.

Mansfield, Wash.—The Farmers Elvtr. Co. has let contract for the erection of a 130,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co. It will be completed to handle this season's crop at a cost of \$34,000.

Wilbur, Wash.—The Columbia River Mlg. Co. has moved its old office building and will erect an up-to-date structure, where the old one stood. The company has sold a large warehouse, which will be taken down and the ground will be donated to the city for a park.—J. A. Muir.

St. John, Wash.—We have started work on a 100,000-bu. reinforced concrete elvtr. This plant, which will cost \$31,000, will be complete with cleaner, washer and grader. Electric power will be installed. We also have a flat warehouse for 25,000 sacks of wheat.—H. Terhune, of St. John Elvtr. Co.

Colfax, Wash.—An addition is being erected on top of the Colfax Flouring Mill. New automatic scales will be installed in it for weighing bulk grain, which is cleaned and shipped east. The company has already installed new scales for weighing sacked grain and an attrition mill for making ground feed and the plant is now in first class condition.

Tacoma, Wash.—The elvtr. of the North-western Grain Co. will be reopened after being closed for over a year.

Davenport, Wash.—This station has 2 flat warehouses for sacked grain, one private warehouse, one mill and our elvtr. and warehouse. These are all operated on the corporation plan with the exception of ours, which is conducted under the co-operative law of Washington. The tendency is to turn to bulk handling of grain. New elvtrs. are being discussed and farmers are preparing for more bulk handling.—Almer McCurtain, of Davenport Union Warehouse Co.

Tacoma, Wash.—Our new building will be 100x120 ft. and of concrete and slow-burning mill construction. Eighty feet back will be a fire wall. The front end, which will contain the machinery, will be used for sacked grain and flour and the rear end for grain in bulk and hay. The elvtrs. in the rear will hold about 1,000 tons. We use electricity for power and at present are using 90 h. p. and can turn out 50 tons of rolled or ground feed per day. The building will be 3 stories high and the foundations and side walls will be strong enuf to add another 2 stories should business warrant at any time.—F. W. Chovil, sec'y-treas. Coast Trading Co.

WISCONSIN

Blair, Wis.—The Cargill Grain Co. has closed its elvtr.

River Falls, Wis.—The Farmers Elvtr. Co. will build a feed mill at a cost of about \$3,000.

Evansville, Wis.—The Fisher Grain & Feed Co. has installed a cracked corn grader.

Oscola, Wis.—We are building a 30,000-bu. addition to our elvtr.—Oscola Mill & Elvtr. Co.

Darien, Wis.—Johnson & De Long have installed electric equipment thruout their elvtr. and plant.

Adell, Wis.—The American Society of Equity has purchased the elvtr. and warehouse of E. H. Peterson.

Allen sta. (Fairchild p. o.), Wis.—Wm. A. Lowe has resigned as mgr. of the elvtr. and lumber yard of Jones Bros.

Casco, Wis.—The Casco Mlg. & Elvtr. Co. has an elvtr. and mill under construction.—Luxembourg Grain Co., Luxembourg.

Waukesha, Wis.—Richard E. Roberts, mgr. of the Waukesha Grain & Produce Co., was married recently to Miss Nina Edith Hardy, of Pewaukee.

Dodgeville, Wis.—The Dodgeville Produce Co. has taken over the grain and warehouse business, formerly operated by Ecke Bros. August Ecke, Sr., Herman Jochimsen and Edgar Ecke are interested.

MILWAUKEE LETTER.

The directors of the Chamber of Commerce have voted to subscribe to \$25,000 "Liberty Loan" government bonds.

The Chamber of Commerce will make registration day a patriotic occasion. Government agts. will be admitted to the trading hall.

Restrictions against trading in July and September wheat were continued until further notice. Trading in privileges on wheat and May oats and corn were prohibited, and money paid to secure them was ordered refunded.

The Receivers Ass'n of the Chamber of Commerce recently elected the following officers: Pres., Hugo Stolley; vice-pres., John V. Lauer; sec'y-treas., Edward H. Hiemke; directors, A. L. Flanagan, J. J. Crandall, A. L. Johnstone and William Eitenier.

The Armour Grain Co. has let contract for the erection of 3 steel storage tanks, of 150,000 bus. capacity, a 3-story 60x130 ft. warehouse of brick and mill construction, and a receiving system with a capacity of 18,000 bus. per hour, to the Fraser Co., for its rolled oats plant.

We are indebted to Sec'y H. A. Plumb for a copy of the 59th annual report of the Chamber of Commerce, containing a complete list of the officers, com'ites, members of the exchange and names of the presidents since 1858. Statistics covering the receipts and shipments of grain, range of prices, monthly inspection, etc., are given and the book contains the charter and rules of the Chamber of Commerce and the amendments adopted during 1916. It is indexed and is an interesting compilation.

At a special meeting May 12 of the board of directors of the Chamber of Commerce the following resolution was adopted: "Resolved, That from this date, contracts for the delivery of wheat during the month of May, of the present year, shall not be entered into between members of this Chamber of Commerce, settlements of open contracts for May delivery to be made on the basis of \$3.22 per bu., the board of directors considering such action to be demanded by the best interests of the ass'n."

WYOMING

Rock Springs, Wyo.—I intend to erect an elvtr. of from 3,000 to 5,000 bus. capacity.—F. M. Mills.

Cody, Wyo.—A company will probably be organized to refit and start up the Cody Flouring Mills, which have not been operated for several years. I will be in charge.—C. E. Hayden.

Speculation Not Responsible for the High Prices.

Commenting on the action of the directors of the Board of Trade in ordering the discontinuing of trading in May wheat, J. P. Griffin, pres. of the Chicago Board, said:

The directors were prompted in reaching their conclusions by what they deemed to be their patriotic duty to the country in this hour of national stress.

It must be understood that the board is neither a buyer or seller, being merely a market place—the greatest on earth—where meet daily the millions of producers and consumers throughout the country; in fact, throughout the world.

I wish to emphasize that speculation has nothing whatever to do with the action of the directors; nor is speculation in any sense responsible for the high prices prevailing for May wheat or the cash article. Generally speaking, the speculator is not interested in May wheat, his operations being confined to the future.

It may safely be stated that practically the entire interest in May wheat is restricted to farmers, grain dealers, millers and foreign governments.

The recent hysteria over the food situation has caused a stampede of consumers in every direction, and while it is regrettable, it nevertheless is a fact that even the leading governments of Europe seem to have become fearful as to their future requirements. The largest buyers of wheat for present and future delivery at this time in the Chicago markets are the governments of Europe, not speculators.

We are but a market place and so long as there is no restriction, such as has been adopted today, there is no limit to the amount of wheat these governments might purchase. Therefore the action of the directors does not interfere with the freedom of contract on the part of either the individual or governments, but compels those requiring wheat for immediate consumption to make purchases from farmers and grain dealers rather than through the medium of a contract for future delivery on the floor of our exchange.

Exchanges Stop Trading in Futures.

With less than 50,000 bus. of contract wheat in store in Chicago elevators and several times that amount sold for delivery in May a condition developed early in May that forced the directors of the Chicago Board of Trade to discontinue the trading in May wheat and to fix the price at \$3.18 per bushel.

As it is a physical impossibility to get the wheat the price might have bounded to \$5 to \$15 per bushel.

Officially the action began at a special meeting of the Board of Directors May 11 at which the following resolutions were adopted:

Resolution Stopping May Trades.

RESOLVED, That on and after the 11th day of May, 1917, all trading by members on the exchange in wheat for delivery in Chicago in the month of May, shall cease, and any member so trading after said day, shall be deemed to have committed a grave offense against the good name of this Ass'n. Be it further

RESOLVED, That the President shall appoint a com'ite of three from the membership at large to be approved by this Board, who shall proceed at once to determine the true commercial value of the contract grades of May wheat in Chicago on the 11th day of May, and that the price, when so established by said com'ite shall be the basis upon which shall be settled all contracts for May delivery open at the close of business on the 11th day of May, 1917, except such open contracts as shall be performed by the delivery of wheat during the month of May, or shall be settled by the agreement of the parties.

Every seller not notifying his purchaser in writing before 1:15 o'clock May 16, 1917, of his intention to settle his May 1917 contracts upon the basis of the price thus fixed shall be deemed to have elected to deliver the property; and in case of his failure to deliver, settlement shall be made at the price fixed plus the penalty provided in RULE XXIII.

Lengthy conferences were held with the United States Government officials, and the British wheat buying com'ite, and before the opening of the market Monday, May 14, resolutions were adopted as follows restricting trading in corn and oats for May and wheat for July and September delivery:

Other Futures Restricted.

RESOLVED, From the opening of the market on Monday, May 14, 9:30 a. m. to the close of the market on Tuesday, May 15, 1:15 p. m., members of this Board shall confine all trades in contract grades of wheat for future delivery in regular elevators to transactions for July and September delivery. No member shall make any purchases of wheat during the period stated, except in liquidation of existing contracts. No member may enter into contracts of sale without limitation except as to price as hereinafter stated. No contracts for July delivery shall be entered into at a price in excess of \$2.75 per bushel; no contracts for September delivery shall be entered into at a price in excess of \$2.45 per bushel.

RESOLVED, that on and after May 12 all trading by members of this exchange in corn and oats for delivery in Chicago in the month of May, shall cease, and any member so trading after said day, shall be deemed to have committed a grave offense against the good name of this Ass'n.

RESOLVED, that the President shall appoint a com'ite of three from the membership at large to be approved by this Board, who shall proceed at once to determine the true commercial value of the contract grades of May corn and May oats in Chicago on May 12 and that the prices, when so established by said com'ite, shall be the basis upon which shall be settled all contracts for May delivery open at the close of business on May 12, except such open contracts as shall be performed by delivery during the month of May, or shall be settled by the agreement of the parties.

All transactions in indemnities on May corn, May oats and all deliveries of wheat expiring May 14 were declared null and void, the seller to refund to the buyer the purchase price of the indemnities; and further, all trading in indemnities in

wheat until further notice was discontinued.

Settling prices were fixed at \$3.18 for May wheat, \$1.61½ for May corn and 73½¢ for May oats.

Outside Exchanges Called in Conference.

The other leading grain exchanges also discontinued trading in the same futures, and Winnipeg later discontinued trading in the October delivery, each exchange setting its own settlement prices. To ratify this action the Chicago Board of Trade called a meeting of delegates May 15 who decided to continue the restrictions until further notice.

The exchanges represented were: Minneapolis Chamber of Commerce, St. Louis Merchants Exchange, Kansas City Board of Trade, Omaha Grain Exchange, New York Produce Exchange, Duluth Board of Trade, Toledo Produce Exchange, Winnipeg Grain Exchange, Chicago Board of Trade.

The consensus of opinion of the representatives of the various boards of trade and chambers of commerce assembled was that the unusually high prices are due:

To the subnormal production of grain and foodstuffs generally the world over during the preceding year, and the very unfavorable outlook for the growing crops as forecasted by our Agricultural Department.

To the breakdown in the system of distribution because of the inability of the railroad companies to render normal or efficient service. The relation of supply to demand being so close that extremely good facilities should have been available, when in fact the railroads never in their history rendered a service so low in efficiency.

With over half the world at war the demands from all importing countries are abnormally high. This intensified by our own industrial activity naturally has increased the demand for foodstuffs.

To the very commendable efforts of the officials at Washington to stimulate production which have been misinterpreted not only by our own people but by foreign governments as meaning that we were in a condition bordering on famine. Natural conditions admitted of high prices, but the hysteria is absolutely responsible for the inflated values now prevailing.

While these extraordinary conditions have temporarily disarranged our grain markets, it is the unanimous opinion that the system of handling grain in the usual course thru boards of trade and chambers of commerce is a most economical way of handling the business, and while speculation has been more or less prevalent, it has little to do with present existing conditions. It must be remembered that these great market places are the development of thousands of years of experience and are the only known means of distributing farm products of this country, and until a better substitute has been devised their operation should not be interfered with.

The action of the Directors of the Chicago Board of Trade and the other exchanges in fixing the maximum price of wheat and the restrictions limiting the buying to the closing up of existing contracts has been unanimously approved by the delegates and representative millers assembled, and action has been taken continuing these maximum prices and restrictions until further notice. Exchanges are also prepared to take similar action with regard to corn and oats should necessity arise. The foregoing expression of opinion was approved by John R.

Mauff, Chairman, Vice-President, Chicago Board of Trade, E. C. Andrews, V. P. St. Louis Merchants Exchange, G. S. Carkner, President, Kansas City Board of Trade, A. C. Loring, of Minneapolis Chamber of Commerce, Frank I. King, of Toledo Produce Exchange, and Adolph Kempner, of Chicago Board of Trade.

A special com'te representing this Convention consisting of C. B. Pierce, of Chicago, Chairman, John H. MacMillan, of Minneapolis, and E. C. Andrews of St. Louis, was appointed to confer and co-operate with the com'te of grain exchanges in aid of national defense in session in Washington on May 17.

Cash Wheat Quotations Still Based on July Future.

It is difficult for commission merchants to get bids on grain to arrive for country shippers. Little grain is moving at the present time and most of it is consigned, the country shipper being compelled to assume the risk of a decline in the market.

The risk is not great at present while cash wheat is a diminishing quantity; but after June 1 the conditions will change with the coming of the new harvest, and with the greatly increased volume of grain the hazard of ownership will be more than some shippers can safely undertake if they are to protect the capital they have invested.

Before the grain exchanges shut down on purchases of July delivery wheat the shipper could protect himself by a hedging sale. It is true he can still sell the July future; but the discount is as much as 65 cents per bushel. This means that while the cash wheat he has in the elevator or in transit to market may remain stationary in price the July future will certainly have risen 65 cents per bushel when July arrives. This coming together of the July and the cash will result in a loss of 65 cents to the shipper who has hedged.

The grain dealer is in the business only for his regular profit on receiving, elevating, cleaning, loading and marketing the grain, and does not aim to make a speculative profit. The farmer takes the risk of ownership while the grain is growing and during harvest, and could reasonably be expected to carry the risk until the grain has arrived at the nearest terminal market, if he were given whatever the rise amounted to, the dealer making a charge for putting the grain thru his house. This is the safest way for the grain dealer, as he would be protected against market fluctuations as well as the chance that the government might fix the price at a much higher or lower level after the grain left the country elevator and before arrival at the terminal market.

Cash No. 2 red winter wheat sold on the sample tables at Chicago May 11 at 85 cents over July or \$3.45 per bushel, and No. 2 hard around \$3.43. May 17 No. 2 red had declined to \$2.79, and No. 2 hard to \$2.84; but the July wheat future, tho it also declined, did not fall correspondingly, the premiums of the cash wheat May 17 having been 65 and 70 cents, instead of 85 and 82 cents as on May 11, cash wheat having lost 20 cents more than the July.

Altho July wheat is on a false basis, being subject to sales only and no fresh buying, dealers are quoting prices on the basis of July for the want of any better guide.

War Affecting The Grain Trade.

PIGEONS are being killed in Lancashire, England, to save grain.

FRANCE has prohibited the use of maize, rye, barley, or buckwheat flours for any other purpose than bread-making.

BECAUSE OF SCARCITY of tin cans, baked beans in cans will not be permitted by the com'te in charge of the can situation.

THE DEMAND for flour in England is increasing instead of decreasing, caused by the shortage of potatoes and vegetables, and the meatless days.

CANADIAN "SPOT OATS in London are quoted at \$1.62 per bu. of 32 lbs., and American clipped oats at \$1.53 per bu., figured with sterling exchange at 476.

FEAR of an American embargo on exports to Sweden caused King Gustave to dispatch a special envoy of a commercial character to this country. He landed May 16.

THE PLAN for Herbert C. Hoover to become International Food Dictator has been approved by the British Cabinet upon the suggestion of Lord Devonport, British food controller.

ALL THE WHEAT in occupied portions of Roumania has been confiscated by the Germans for their own use, and bread tickets have been introduced for the Roumanians, according to report.

TO PRODUCE and ship enough food to supply the allies, the United States must suffer the horrors of war without its picturesque. —Allan G. Anderson, vice-chairman of the British Royal Food Commission.

THE JUMP of rice from 3½¢ to 7 cents a pound has caused an investigation to be started by the Government. An investigation is also being made of the "lima bean trust." Both inquiries were started at Los Angeles, Cal.

WE MUST FEED France until its harvest in August. Should their harvest fail we may have to feed them longer. Their own normal crop will run them until Feb. 1. —Mark Mennel, ex-pres., and member of the executive com'te of the Millers Nat'l Federation.

New prices for seeds in bags per ton ex ship, quay, or warehouse in the United Kingdom have been promulgated by the Minister of Munitions as follows: castor seed, \$177.82, cotton seed, \$92.35, hempseed, \$145.80, flaxseed, \$145.80, and rape seed, \$145.80.

THE PROBLEM of a maximum price for wheat was considered at a conference at the Agricultural Department, May 4, held between Mr. Balfour, head of the British wheat commission, Sir George Foster, acting prime minister of Canada, Secretary of Agriculture Houston, and Assistant Sec'y Vrooman.

PRIME MINISTER LLOYD GEORGE, speaking recently at the Guildhall, said that Canada has 85,000,000 bus. of wheat which ought to be in England. Food consumption must be reduced until a method is found of combating the submarines. The Shipping Director has made arrangements that 3 times as many new ships will be obtained this year as last.

THE BRITISH FOOD CONTROLLER has fixed maximum prices of \$2.37 per bu. for wheat, \$1.89 for barley, and \$1.37 for oats, these prices being for home-grown products. This is a reduction from the former prices of \$2.56 for wheat and \$2.02 for barley. Oats remains about the same. The Controller has also seized all stocks of barley, with certain exceptions.

Chokes.

BY CAL.

Two round bottom elevator buckets fastened back-to-back and provided with a wire bail make an excellent nail carrier for use in coopering cars.

Consider the case of the mule that does not walk calmly into the driveway. We've never given over wondering whether the hybrid or his driver is most at fault.

Ever notice that the bottom of the tester kettle is slightly curved inwardly, presenting a convex appearance when viewed from above? The fellow who drops the beam into the kettle with a thump, and then carries the whole by the bail may some day find that he has removed that curve from the bottom and that the kettle is thereby made to hold a little more grain.

It must be taken for granted that some elevator men do not believe the truth of the rule that a belt will adhere more closely to, and exert more tractive effort upon, a pulley which is smooth and clean than if it be spotted with masses of belt dressing. Else, why the many pulleys which present the latter appearance? Belt dressing is all right in its place, but it was never intended that it should be smeared on in hunks.

What's the use in using nails larger than 10d (or 16's at the very worst places) in coopering cars? It is only necessary to draw the grain doors tightly against the door post at the time the coopering is done—they will not move toward the center of the car after the grain has been loaded. If too many nails, or nails of large size, have been used it just makes it more difficult for the man who unloads the car to remove the coopering material.

Patriotism is commendable, and just at this time it is responsible for many flag poles being placed on elevators. If the pole be of metal it is very important that proper connection be made with the ground in order that the pole may act as a lightning rod and transmit the current to the earth with sufficient rapidity to insure the building against fire. The pole will, almost inevitably, act as a conductor of electricity between the earth and the clouds, whether it be connected with the ground in good shape or not. By making a proper connection a great measure of safety is secured. In this connection only the metal pole has been considered, but it would be wise to follow the same procedure with a pole made entirely of wood.

If the railroad company furnishes large rolls of paper for coopering cars, a handy device, one which saves many a heavy lift, may be made as a flat sled-like affair with standards far enough apart to accommodate the length of the roll; provision being made for placing the ends of an iron pipe or rod which has been previously inserted through the roll of paper into holes in the standards. The required length of paper may then be unrolled and torn off. Thus far the contrivance will resemble, both in appearance and in actions, the familiar paper stand used by merchants. If casters similar to those used by garage employees on their "creepers" be attached to the device it becomes almost child's play to haul the heavy roll of paper to any desired point.

Seeds

LOS ANGELES, CAL., May 12.—We are planning to build some changes in our plant.—Germain Seed & Plant Co.

BOSTON, MASS., May 18.—Do not think any considerable quantity of seeds, grain, or field seeds will be carried over this year.—Joseph Breck & Sons.

ANTIGO, WIS.—H. W. Albright of Columbus, Wis., has been appointed manager of the Antigo elevator of the Leonard Seed Co., and he took charge May 1.

SWEEP STAKES is the trademark applied for by E. W. Conklin & Son, Inc., Binghamton, N. Y., for seed-corn, seed-grain, grass-seeds, clover and field-seeds.

SUPERIOR, WIS.—To assure all needed seed supplies to Douglas-county farmers, the county board has voted \$5,000 to guarantee notes issued for the purchase of seeds.

THE MILWAUKEE arbitration com'tee for grass and clover seed for the ensuing year is composed of J. J. Crandall, Hugo Teweles, F. W. Kellogg, W. Holstein, J. V. Lauer.

CANTON, KAN.—I have bot the old Kiell elevator to handle field seeds this season, and operate under the firm name Canton Seed Co. of which I am manager and owner.—L. G. Wilson.

BILLINGS, MONT.—The Gray Seed Co. has been incorporated with a capital stock of \$50,000 by I. D. O'Donnell, M. B. Gray, W. H. Sparr, of Billings, and E. E. Eiker, Huntley, Mont.

DECORAH, IA.—The Adams Seed Co. will add another story to its new seed house and erect another three story warehouse. Machinery to increase the present capacity about five times will be installed.

SHEBOYGAN, WIS.—We are not incorporated under the laws of the state of Washington. We have simply applied for a license to cover our operations there.—John H. Allan Seed Co., D. D. Rowlands, pres.

GREENFIELD, O., May 18.—Slight decrease in timothy acreage. Clover crop about normal, looks fairly good. No alsike, alfalfa, or blue grass grown here for seed. Last season's crop of timothy was a record breaker, but clover was light. Very little of either will be carried over.—C. C. Norton's Sons.

QUEBEC, CAN., May 16.—The government of the province of Quebec has obtained 10,000 bus. of wheat which will be sold to farmers and the agricultural societies for seeding purposes at \$2.50, plus the cost of transportation and delivery. A co-operative office in Montreal will handle the orders which are sent to the Minister of Agriculture at Quebec.

REPORTS say many fields of clover have been plowed up to make room for corn planting, or for an intensive food production. If carried out per present program it spells light seed crop next fall. Skeptical ones think amount plowed up exaggerated. Usually is. Next factor, imports are expected to be nil. Seems almost certain France will not raise any red clover of consequence during the year. As yet no reliable information from Italy has been received. These two countries had big surpluses, the 1915-16 crop, and they delivered to these shores.—J. F. Zahm & Co.

EVANSVILLE, IND., May 18.—For failure to deliver a car of seed, W. H. Small & Co., wholesale seed dealers, have been granted a judgment of \$600 against Herman Wilk, D. D. Simmons, and the D. D. Simmons Co. The court found that the C. & E. I. R. R. and the N. P. R. R., by reason of the conversion of the carload of seed, should pay the plaintiff out of the money due.—C.

GRAND RAPIDS, Mich., May 16.—Many fields of clover, alsike, timothy, and alfalfa have been or will be plowed up and put to beans or potatoes. What effect this will have on the clover seed and timothy crop can only be estimated as it is difficult to know just how many meadow lands will be plowed up. In Kent county the acreage for both beans and potatoes will be increased 50% this year over the past 3 or 4 year average.—Alfred J. Brown Seed Co.

FOR SEVERAL YEARS the United States Department of Agriculture has permitted persons interested to spend the months of July and August at the Seed Laboratory in Washington, D. C., to become familiar with the technique and practice of seed testing. There will be no charge in connection with this work but each person who comes will be required to supply himself on arrival with certain equipment including hand lenses, forceps, etc., at a total cost not exceeding \$15. Any one wishing to avail himself of this opportunity to become familiar with seed testing should immediately make application to the Seed Laboratory, Bureau of Plant Industry, United States Department of Agriculture, Washington, D. C., as the Department should know by June 15 how many may be expected.

MILWAUKEE, WIS., May 16.—Looks like a decreased acreage of grass seeds and clover, for which there are two reasons: (a) poor prices for everything in the seed line compared with grain, which has rather disgusted farmers, and (b) the urgent appeal of the Government to grow foodstuffs. Too early to say anything about yields. Had a dry spell, season backward. There is a big carry-over of blue grass, also a little red top, and red clover, and a large carry-over of timothy. Outside of this stocks limited. A great deal of the future prices on grass and field seeds depends entirely upon the close of the war. Should the same continue into next year we cannot expect any demand from the usual sources and lower prices will follow. Should the war end, just the reverse conditions would result.—L. Teweles Seed Co.

S. S. Carlisle.

The Omaha market is growing rapidly and attracting many new, live, progressive firms, one of the latest additions being the S. S. Carlisle Grain Co.

Mr. Carlisle, the head of this firm, has been engaged in the grain business for 20 years, having been admitted to membership in the Merchants Exchange of St. Louis in 1897, when he started as floor salesman for the Parrott-Baxter Grain Co. Twelve years later he moved to Omaha and took out a membership in the Grain Exchange of that city. In Omaha he has been identified with the Trans-Mississippi Grain Co., where for 4 years he had charge of its wheat department and afterwards was connected with the Omaha Elvtr. Co. on joint account.

Mr. Carlisle has a host of friends in the trade who will be glad to hear of his new enterprise and to wish him the great success which his earnest efforts merit.

Program American Seed Trade Ass'n.

The 35th annual convention of the American Seed Trade Ass'n will be held at the Hotel Ponchartrain, Detroit, Mich., June 19, 20, 21. An amendment to the by-laws has been filed with the sec'y permitting change of date of the annual convention when necessary. The program of the meeting follows:

Tuesday Morning, 10 A. M.

Address of Welcome: Mr. Wilbur Brotherton.

President's Address: Kirby B. White.

Reports of Com'tees.

Tuesday, 2:00 P. M.

Voluntary Seed Control: Hon. Geo. H. Clark, Seed Commissioner, Dominion of Canada.

Disease Resistance in Plants: Dr. L. R. Jones, plant pathologist, Uni. Wisconsin.

Tuesday 8:00 P. M.

Reception by the president and others.

Wednesday 9:00 A. M.

Executive session.

Reports of com'tees.

Round table discussion, led by H. A. Johns. Topic: Crop Stealing.

Wednesday 2:00 P. M.

Automobile drive around city.

Wednesday 6:30 P. M.

Boat ride and informal dinner, steamer Tashmoo.

Address: Dr. J. M. Coulter, Professor of Botany, Uni. of Chicago.

Thursday 9:00 A. M.

Trip to Oakview farm and trial grounds.

Thursday 5:00 P. M.

Executive session.

ROSE HILL, N. Y.—A petition in bankruptcy has been filed by the F. B. Mills Company, mail order dealers in seeds. Liabilities of the company are listed at \$110,000, and the assets include 80 acres of land, the building in which the business was carried on, a boarding house with accommodations for 50 to 75 people, an electric power plant, and 2 seed houses. F. B. Mills is president and C. A. Weeks sec'y of the defunct company, and Charles A. Richardson of Syracuse, N. Y., has been named receiver.



S. S. Carlisle, Omaha, Neb.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. R. R. Sup. 1 to 259-B names local distance rates for the transportation of grain and grain products in carloads between stations on the C. & A. R. R. in Missouri.

C. B. & Q. G. F. O. 7072-D cancels G. F. O. 7072-A, quoting local freight tariffs naming distance rates on classes and commodities between Illinois stations on the C. B. & Q. R. R., intrastate traffic only.

C. B. & Q. Sup. 21 cancels Sups. 14, 15, and 20 of G. F. O. 964-B, in connection with the E. J. & E. R. R. It quotes joint freight tariffs on classes and commodities between Chicago, Ill., and E. J. & E. Ry. stations.

C. R. I. & P. R. R. Sup. suspends minimum weights on grain and wheat flour in I. & S. Docket No. 889 enumerated in column 3 page 2 and column 7 page 3, from May 29, 1917, to January 1, 1918.

C. B. & Q. R. R. Sup. 67 to G. F. O. 1800-B suspends the effective date of the changes in minimum weights shown in Sups. 58 and 59 to 1800-B, on grain and grain products, broom corn, and seeds, until Jan. 1, 1918.

C. & A. R. R. Sup. 1 to 259-C postpones the effectiveness of 259-C until Aug. 29, 1917. It quotes local distance rates for the transportation of grain and grain products in carloads between stations on the C. & A. R. R. in Missouri.

C. & E. I. R. R. Sup. 21 cancels portions of Sup. 14 under suspension and sup. 20, of tariff 7575 of local, joint, and proportional rates on grain and grain products, also broom corn and seeds from stations on the C. & E. I. R. R. in Ill., also Cairo, Ill., via M. & O. R. R. to stations in Illinois.

C. B. & Q. R. R. Sup. 13 to G. F. O. 3662-F names regulations on grain, grain products, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc. It voluntarily suspends the effective date of changes of minimum weights shown in Sup. 2 to G. F. O. 3662-F until Jan. 1, 1918.

Supplements quoting higher rates for shorter distances than for longer distances over the same route, these increases not to apply on traffic having origin and destination and entire transportation within any one state, have been issued by the C. R. I. & P. R. R., C. & E. I., Monon, Illinois Traction System, and C. B. & Q. railroads.

C. R. I. & P. R. R. Sup. 52 cancels Sup. 50 except the portions under suspension of tariff 28675-B quoting local, joint, and proportional rates on grain, grain products, broom corn and seeds in carloads from Chicago, Ill., Council Bluffs, Ia.; Kansas City, Mo.; Minneapolis, Minn.; Omaha, Neb.; Peoria, Ill.; Rock Island, Ill.; St. Joseph, Mo.; St. Paul, Minn.; and stations taking the same rates as shown on pages 16 to 21 inclusive of the tariff as amended, also stations in Col., Ill., Ia., Kans., Mo., Neb., and Okla., to stations in Col., Kansas, Neb., New Mex., Okla., and Texhoma, Tex., effective June 1.

C. & A. R. R. Sup. 3 to tariff 1574-E is a supplement to joint and proportional freight tariff applying on grain, grain products, seeds, hay, and straw in carloads from Kansas City, Mo., when originating beyond Blue Springs, Fulton, Gilliam, Glasgow, Higginville, Marshall, Mayview, Mexico, Odessa, and Slater, Mo., as provided in items 10 and 15 of the tariff, to Cairo, Ill., proper or when for southeastern or Carolina territories, also Mississippi Valley points and stations in Ala., La., and Miss., also Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., for export.

C. R. I. & P. R. R. Sup. 33 to tariff 19690-F cancels Sup. 29 and portions Sup. 31 that are not under suspension. It quotes local joint and proportional rates on grain, grain products, seeds and broom corn in carloads from points in Col., Kan., Mo., Neb., N. M., Okla. and Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La. and Miss., also on corn and articles taking the same rates from Memphis, Tenn., to stations in Okla.

North Dakota Local Inspection Law.

The North Dakota law approved by the governor Mar. 15 authorizes the state railroad commission to appoint a professor of the North Dakota College of Agriculture to be chief grain inspector at an additional compensation of \$1,000.

The chief inspector is authorized to establish grades and to appoint deputies in towns or villages where the inhabitants provide a scale and office building for the deputy. Other provisions of the act are:

It shall be the duty of the deputy to weigh, inspect and grade all grain, seeds and produce that shall be offered for sale at said market place, and to issue a signed certificate stating the kind, grade and weight of such grain, seeds or produce, also the amount of dockage, if any, and such other facts as he may find relative to its condition. It shall also be the duty of said deputy to accurately sample and grade carload shipments destined for some central market either within or outside the State, and to make and attach a signed inspection certificate to a sealed package containing the sample, and forward same to a deputy in charge of said central market.

The Commissioners of Railroads may establish as they see fit central markets for the display of samples of grain, seeds and other agricultural products, and may install a deputy in charge of said central markets at the cities of Duluth, St. Paul and Minneapolis, in the State of Minnesota, also Superior, Wisconsin, Fargo, Fairmont, Wampeter, and Grand Forks, North Dakota, and such other stations as in the judgment of the Commissioners of Railroads shall be necessary to provide adequate marketing facilities; that said markets shall be open to any and all persons desiring to buy or sell on said market, and that the charges for said services shall be fixed and determined by said Commissioners of Railroads. They shall also establish uniform fees for grading, weighing, inspecting and selling. All of said fees so collected shall be paid into the treasury of the State of North Dakota. They shall also fix the salary or compensation to be paid to deputies and employees. They shall also provide a system of bonding said deputies and other employees. They shall also require that any and all persons purchasing or receiving grain on consignment at a central market shall give an indemnity bond in a sufficient sum to fully protect the seller against fraud or loss. They shall also formulate rules and regulations governing the conduct of all public warehouses where grain, seed and other agricultural produce is bought, sold or received for storage, and such warehouses shall be bonded in a sum sufficient to amply protect all persons transacting business with them against loss.

Said State Inspector of Grades, Weights and Measures may with the approval of the Commissioners of Railroads, license as deputy inspector the buyer or agent of a privately owned warehouse, provided that said deputy inspector shall pass such examination as to competency as may be prescribed, and give a bond in a sufficient amount, as required according to regulations prescribed by the State Inspector of Grades, Weights and Measures.

The Inspector of Grades, Weights and Measures shall collect a fee of \$10 for each license issued. Licenses are subject to cancellation by the Commission for violation of rules or other good cause.

It shall be unlawful for any person operating a public warehouse to purchase, weigh, grade or inspect grain or seed who is not licensed as deputy inspector, provided that any person without a license may buy any article that has been graded, weighed and inspected by a deputy State Inspector of Grades, Weights and Measures.

Free List Abolished.

The Administration of War Revenue bill, as favorably reported by the House Com'ite on Ways and Means, abolishes the old "free list" which was created under the Underwood tariff law, and places a 10% duty ad valorem on them. This free list included bagging for cotton, gunny cloth, and similar fabrics; all binding twine manufactured from New Zealand hemp, manila, Istle or Tampico fiber, sisal grass, or sunn, or a mixture of any two or more of them; broom corn, buckwheat and buckwheat flour, corn or maize, corn meal, flax straw, flax, not hackled or dressed; grasses and fibers; Istle or Tampico fiber, jute, jute butts, manila, sisal grass, sunn, and all other textile grasses or fibrous vegetable substances not dressed or manufactured in any manner; seeds: Cardamon, cauliflower, celery, coriander, cotton, cummin, fennel fenugreek, hemp, rape, St. Johns bread or bean, sorghum, sugar beet and sugar cane for seed, bulbs and bulbous roots not edible, all flower and grass seeds, coniferous evergreen seedlings; soya beans, wheat, wheat flour, semolina, and other wheat products.

A FARMER in Jay County, Ind., has 1,800 bus. of wheat. He was offered \$3 a bu. for it, but is holding for \$5.

New Chief Inspector at Peoria.

Herbert Fox, who has been appointed chief grain inspector of the Peoria Board of Trade, is no experiment with the officials of that great corn- and oats market, as his employment in its inspection department dates back 29 years.

His early life was passed on a farm, where he gained all his knowledge of growing grain, which has proved of value in his present occupation. His experience in the grading of grain has been gained entirely while with the Peoria Board of Trade, where he began in 1888, as a sampler, in which occupation he was employed for twelve years, and then followed fifteen years as inspector, one year as assistant chief inspector, and finally chief inspector the first of the present year. A portrait of Mr. Fox is given herewith.



Herbert Fox, Peoria, Ill.,
Chief Grain Inspector.

Up-to-Date Oats Bleaching.

Purifier towers for oats bleaching were originally constructed of wood cribbing and varied in height from 30 to 60 feet. The oats flowed by gravity over wood shelves in the tower and were subjected to the action of sulfur dioxide and steam. Very good results were obtained by the use of some of these old towers and a large number of them are still in operation; but as fires have been known to start in the wood towers the purifiers are now built of concrete, first of square section and now circular.

Circular towers as now erected are built with steel plate forms which produce a very smooth and finished appearance. The sulfur furnace used in connection with the purifying apparatus is invariably constructed of an outside brick wall with an inside fire brick chamber having a concrete top and base. An air space is left between the inner and outer brick shell which allows for expansion when under operation and prevents cracking of the brick work and concrete.

In the operation of the steam jet or Ellis Purifier, the concrete tower is completely filled with oats from a spout leading into the top of the tower which connects with a cut-off bin, scale garner, or elevator leg within the elevator. Live steam at 50 to 100 pounds pressure is allowed to enter the lead jet fume compressor which automatically creates a strong suction, equal in pressure to one-seventh of the steam pressure in the fume line leading to the sulfur furnace. The sulfur fumes are sucked from the sulfur furnace into the cooling tank, where their temperature is reduced below the danger point. After passing thru the cooler the fumes pass to the bleached tower and enter the lead jet mixer and compressor where they are immediately combined with steam, forming sulfurous acid gas and this gas is injected directly into the moving mass of oats thru an ingenious and complete system of concrete baffles and deflectors. The oats are drawn from the bleacher in a continuous stream, it being of course necessary to keep the bin, feeding the oats, full at all times. The process of bleaching is therefore a continuous one, and, when once the rate of flow has been regulated, the apparatus requires no attention other than to fire the furnace with sulfur at approximately 30 minute intervals.

With the steam jet system of oat purifying, oats may be bleached in two ways, commonly called warm or cold bleaching. In the cold process of bleaching, only sufficient steam is used to dampen the oats, and an excess amount of sulfur fumes are injected into the tower. The oats on being discharged from the bleacher show but slight bleaching effect and are heavily impregnated with sulfur fumes. It is then necessary to elevate these oats to a bin and allow them to remain there for a period of 24 to 36 hours. The bleaching is therefore accomplished in the elevator and not in the tower proper. When bleaching with this process it will be readily seen that when operating a 2,000-bushel per hour bleacher it is necessary to tie up from 48,000 to 72,000 bus. of storage capacity in the elevator at all times.

In using the warm process, a slight excess amount of steam is used, and the oats coming from the tower are warm to the touch; but, and herein lies the peculiarity of the Ellis System, the oats are perfectly bleached and need only to be cooled before shipping. This cooling can be best done in a cooler or by running

over aspirators or cleaners. When using a steam jet Purifier operating on the warm process, oats may be bleached and loaded back into the same car in 45 minutes from the time of unloading.

In the old type of purifier which used a fan or positive blower, it was found necessary to pass an excess amount of fumes into the oats to obtain satisfactory results. This certainly showed a wasteful use of sulfur. In the Ellis System there are no excess fumes, which means the greatest economy in sulfur consumption and eliminates a most disagreeable condition, that of having the penetrating and corrosive sulfur fumes blowing about the bleacher and adjoining property.

When handling the average run of oats the sulfur consumption amounts to approximately 10 pounds per 1,000 bus. This consumption will rise to 15 pounds per 1,000 bus., when purifying the worst grade of oats. It is customary to purchase sulfur in carload lots and when bought in these quantities the cost is approximately 1.2 cents per pound. The sulfur may be stored in almost any location as the weather does not affect its quality. It is customary, however, to place a roof or small lean-to over the sulfur pile so as to keep it clean.

The hot fumes from the sulfur furnace

are first cooled and then passed to the lead jet fume compressor where they are combined with the steam before entering the tower; in other words, the lead jet compressor acts as an absolute fire extinguisher.

With the old style of bleacher using a positive blower to force the fumes into the oats there is a strong liability that the suction will be great enough to carry the burning particles of sulfur directly into the blower and then force them into the tower. Inasmuch as the bleacher feeds continuously to a conveyor or spout leading to elevator legs within the elevator, there is a strong possibility that if the oats take fire in the bleacher tower the elevator will follow, in fact, there have been a number of cases where the old type bleachers have been the direct result of elevator fires. The steam jet system of purifying completely overcomes the possibility of forcing flames or burning particles of sulfur into the grain mass.

The engraving herewith shows an up-to-date bleacher erected for the Chicago Grain Co., by the Ellis Drier Co.

AUSTRALIA still has much old wheat for shipment and about 96,000,000 bus. of new, altho much of this is of inferior quality.



Bleacher Erected for the Chicago Grain Co., Chicago, Ill.

Grain Carriers

THE NEW YORK canal towing bill has been signed, and it is expected to greatly increase the usefulness of the Erie Canal this season.

FINES OF \$10,000 on the L. & A. R. R., \$6,660 on the St. L. S. W. R. R., and \$13,334 on the Bodcow Lumber Co. were imposed at Texarkana, Ark., in the Federal District Court May 14, on charges of violating the Federal laws relating to rebating.

THE PROPOSED cancellation of joint rates on grain and grain products from stations on the Frisco to Little Rock, Ark., and other Arkansas points on the C. R. I. & P. has been ordered cancelled by June 12, by the Interstate Commerce Commission.

UNLESS PROOF is furnished that the cars are to be used for export to the United Kingdom, Puget Sound millers will not be furnished cars from trans-continental lines. This order has been issued by one of the lines and it is expected that the others will follow suit.

FOR DAMAGES alleged to have been sustained thru failure of the railroads to keep them supplied with sufficient cars for their operations, four coal companies of Utah have filed complaint with the Interstate Commerce Commission asking \$425,000 reparation. Seven railroads are named in the suit.

THE PROPOSAL of the C. I. & W. R. R. to cancel the absorption of switching charges which would result in increased rates on grain in carloads originating from local stations on their line, has been found not justified by the Interstate Commerce Commission, and the suspended schedules have been ordered canceled.

INDIANA grain shippers have appealed for relief from the car shortage situation especially on the L. E. & W. R. R. This appeal was made to the special committee on transportation of the Council of National Defense, thru the state ass'n. The Indiana public service commission recently held a hearing on this condition and ordered the railway to do all possible to obtain cars.

THE HOME ROUTE RULE of the American Railway Ass'n has been modified to permit the loading of cars for shipments to any point when they can be loaded immediately. The order specifically forbids empty cars standing idle. If they can not be loaded immediately, they must be returned to the home road. In all cases the cars are to be kept moving, and differences of opinion are to be settled afterwards. The new order went into effect May 1.

INTRASTATE RATES on grain and grain products between points in Illinois will be made substantially the same as the interstate rates, effective via some carriers May 15 and very shortly thereafter via the others. These increased rates are those approximating 1 cent per 1000 lbs. which were denied by the Illinois Com'n, but permitted to become effective by the Interstate Com'n Jan. 8, 1914. It is understood that the general 15% increase which the carriers are now seeking will, if granted by the Illinois Com'n, apply to these increased intrastate rates.—J. S. Brown, mgr. Trans. Dep't., Chicago Board of Trade.

OATS FOR EXPORT will be moved to the seaboard from Chicago in 1,100 cars. The railroad committee of the Council of National Defense has ordered the B. & O. to furnish 400 cars, the C. & O. 250, and the Wabash and Lehigh Valley jointly to furnish jointly 250 cars. A member of the committee has stated that where grain is needed for export, cars will be furnished upon the presentation of proper documents.

NAVIGATION at the head of the Great Lakes was declared closed on May 4 by the Duluth Board of Trade, to prevent heavy losses by American ship owners. A rule was issued declaring navigation temporarily closed, its subsequent opening dependent upon the removal of ice obstructions. Winnipeg also declared navigation closed, and granted a straight 5-day extension to govern loading contracts at Fort William.

AN INDIGNATION meeting on the car shortage situation, was held at Lincoln, Neb., May 10, by seventy grain dealers of the Nebraska Farmers Grain & Livestock Ass'n. The proposed new rules of the railway commission for distribution of cars on a basis of the five year average of business were also discussed. Opinions expressed were that this would give the line houses the advantage over the locally owned houses.

The Embargoes.

Nickel Plate Railroad has lifted its embargo on eastbound freight.

Penna. R. R. has removed the embargo of May 5 on freight for points on or via the Long Island R. R.

C. H. & D. R. R. embargo on hay and grain billed to Cincinnati, O., or for reconsignment, is removed.

C. C. C. & St. L. on May 16 embargoed all carload freight from all points for delivery to the B. & O. R. R. at Cleveland, O.

B. & M. R. R. embargo on all carload freight routing eastbound via D. & H. C. at Mechanicsville and Troy, N. Y., is removed.

B. & O. embargo against the shipment of any kind of freight in l. c. l. lots from any part of the United States to Baltimore, became effective May 14.

Western Md. R. R. removed the embargo of Nov. 10, 1916, covering grain, export, coastwise and domestic for Baltimore stations including Port Covington elevator.

C. H. & D. R. R. embargoed all shipments of hay and grain from all connections billed Cincinnati, O., for C. H. & D. delivery, or when billed for reconsignment, effective May 7.

C. C. C. & St. L. embargo of Apr. 27 on carload freight from connections at Cleveland for delivery to industries on team tracks within switching limits of Cleveland, O., is modified to permit acceptance of grain for the Cleveland Grain Co. and all grain dealers at Cleveland.

C. P. R. R. embargo as revised Apr. 25 is modified to permit acceptance of shipments of grain and grain products from all points billed to Cartier, Ont., or Richford, Vt., "for orders," and is also modified to permit acceptance of shipments of grain and grain products billed "Hold at Richford, Vt."

THE INDIAN wheat crop is officially estimated at 375,000,000 bus., an excess of 55,000,000 bus. over last year. The exportable surplus is estimated at 80,000,000 bus., due to liberal crops of native food grains.

ARGENTINA has again embargoed wheat exports, according to cable advices. The embargo of April 27 was not enforced because of complaints by the allied governments, but it is reported that the present embargo will be enforced.

GREECE has been permitted by the Allies to buy wheat from India, and all present needs will be supplied.

THE UNITED STATES Supreme Court has ruled that the Interstate Commerce Commission has power to compel railroads to furnish a reasonably adequate supply of coal cars to handle normal and seasonal demands for interstate traffic along their lines, and to award reparation to shippers for failure to supply such cars.

ANY AND ALL sales or purchases of foodstuffs or products that are not for immediate or prompt delivery or are not intended to be actually delivered by the seller, or received by the buyer, would be prohibited and made unlawful by a bill introduced into the House, May 15, by Representative A. J. Sabath of Chicago, and violators would be subject to imprisonment from one to ten years without fine.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

Hess Warming & Ventilating Co.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Supreme Court Decisions

Delivery by Carrier.—A carrier is bound to deliver goods intrusted to it for shipment at the place of destination named in the contract, and cannot compel the owner to accept them elsewhere.—*Belknap v. B. & O. R. R. Co.* Supreme Court of Appeals of West Virginia. 91 S.E. 656.

Principal and Agent.—Where an agent without his principal's consent also represents the adverse party his contracts are voidable at the principal's option, although fraud is not established.—*Vinson, Jones & Finch v. Pugh.* Supreme Court of North Carolina. 91 S.E. 838.

Non-Delivery of Unrepeated Message.—Under the Carmack amendment (Act Cong. June 18, 1910, c. 309, 36 Stat. 539), an interstate telegraph company may by contract limit its liability for nondelivery of an unrepeated message to the amount paid for its transmission, even in case of gross negligence.—*Kirsch v. Postal Tel. Cable Co.* Supreme Court of Kansas. 164 Pac. 267.

Arbitration.—As arbitrators not restricted by the arbitration agreement are not bound by the strict rules of law, but may decide according to the substantial equities of the parties, though both have broken their contract, they in so doing carry out their intention to decide according to law.—*Gerdetz v. Central Oregon Irr. Co.* Supreme Court of Oregon. 163 Pac. 980.

Right of Payer on C.O.D. Shipment.—A third person, who, at request of the consignee of goods shipped by seller to buyer by express C. O. D., makes the payment and receives the goods, at least acquires an interest therein to the extent of the payment, free from agreement, unknown to him, that such payment should be for an old debt.—*Frank Adam Co. v. Orpheum Theater Co.* Kansas City Court of Appeals, Missouri. 193 S. W. 908.

Discrimination in Transit Privileges.—If milling in transit privileges are privileges granted at the option of the carrier, they must be granted without wrongful prejudice to the rights of shippers in another section served by its line, and its control is within the jurisdiction of the Public Service Commission which by Rem. Code 1915, § 8626—83, is given powers similar to the Interstate Commerce Commission.—*Nor. Pac. Ry. Co. v. Public Service Commission.* Supreme Court of Washington. 163 Pac. 1143.

Delivery of Shipment.—As the question of delivery depends largely upon the intention of the parties, although goods delivered to a carrier were consigned to the buyer on an open B/L it was competent for the shipper to prove that a consummation of the sale by a delivery of the property was not intended, and the fact that the B/L was not forwarded to the buyer, but remained in the control of the shipper, was admissible to show that there was no intention to deliver.—*Georgia Marble Finishing Works v. Marble.* Supreme Court of Arkansas. 193 S. W. 498.

Delivery to Carrier as Delivery to Consignee.—If a consignment of goods is to the shipper's own order, the delivery to the common carrier is not a delivery so as to consummate the sale, and the remedy of the seller is to recover damages on account of a breach of the contract, since a delivery, either actual or constructive, is essential to the consummation of a sale of chattels, and the title does not pass until there has been such a delivery. Where goods are shipped on an open B/L and consigned to the buyer, the delivery of the goods to the common carrier pursuant to the directions of the purchaser constitutes a delivery to the purchaser and consummates the sale.—*Georgia Marble Finishing Works v. Minor.* Supreme Court of Arkansas. 193 S. W. 498.

Damages on Value at Destination.—In action against carrier for improper ventilation of car, causing damage to potatoes shipped, and for wrongful delivery without the B/L, the measure of damages was the value of the potatoes at the destination, had they arrived in good condition, less the freight charges.—*First Nat. Bank of Allegan v. G. R. & I. R. Co.* Supreme Court of Michigan. 161 N.W. 859.

Landlord's Consent to Sale of Grain.—Where a landlord had no right to enter the premises and thresh the grain except with the tenant's consent, and such consent was given on condition that she thresh only the portion of the grain due her for rent, she was not a trespasser on the premises and could apply the proceeds of grain threshed by her to the payment of other debts which the lease provided should be paid from the crop.—*McDowell v. Rathbun.* Court of Civil Appeals of Texas. 193 S. W. 428.

Objection to Freight Rates.—Where rates proposed by a railroad company were suspended by the Railroad and Warehouse Commission, and the Public Utilities Commission, on objection of shippers, the proceedings will be treated as a protest against the rates, neither commission having such power, as the rates were less than the reasonable maximum rates prescribed, and the shippers will be allowed an opportunity to show that the rates were unjust.—*Illinois Utilities Commission v. A. T. & S. F. R. Co.* Supreme Court of Illinois. 115 N. W. 904.

Carrier's Recovery of Undercharge.—A railroad company, which, through mistake or negligence, has failed to collect from a consignee the charges due for transportation, is not estopped from recovering them from the consignor, merely because of failure to sue therefor until after the consignee (who by agreement with the consignor is liable for the freight) has become insolvent.—*Central of Georgia Railway Co. v. Eatonton Lumber Co.*, 14 Ga. App. 302, 80 S. E. 725(3).—*Central of Georgia Ry. Co. v. O'Neill Mfg. Co.* Court of Appeals of Georgia. 91 S. E. 877.

Buyer Not Required to Buy in Defaulted Contract.—Where an executory contract for the sale of goods, delivery to be in the future, related to goods for which there was an available market at the time and place set for delivery, the law does not require the buyer, after the seller's renunciation, to purchase other goods, give replacing orders, or do anything to reduce his damages below the differences between contract price and market value at the time and place set for delivery.—*Goldfarb v. Campe Corp.* City Court of New York. 164 N. Y. Supp. 583.

Bank Collecting Draft.—A draft having been paid to the bank to which it, with B/L attached, had been forwarded for collection, it was under duty to remit, and so breached its duty in retaining it at request of the drawee, accompanied by statement of defect in goods shipped, for price of which the draft was drawn, it being under no duty to make the contract good; and therefore it had no right to interplead the drawer or the forwarding bank when sued for the money by the drawee.—*H. C. Schrader Co. v. A. Z. Bailey Grocery Co.* Court of Appeals of Alabama. 74 South. 749.

Buyer Can Sue Carrier for Delay.—Acts 1907, p. 456, § 2, declaring that a railroad not transporting shipments in the time thereby prescribed shall forfeit and pay "to the shipper," a certain amount per day on demand "by the shipper, or other party whose interest is affected by such delay," gives the penalty and cause of action therefor to the person whose interest suffers from the delay, and so in case of a shipment of goods sold f. o. b., to the buyer to whom they are consigned; there being a delivery to him, so far as the seller is concerned, and title passing to him, on acceptance by the carrier of the goods for transportation, and his interest alone being affected by the delay.—*C. R. I. & P. Ry. Co. v. Consumers Coal Co.* Supreme Court of Arkansas. 193 S. W. 93.

Feedstuffs

Busy Biddy is the trade mark applied for by C. E. Bash & Co., Huntington, Ind., for poultry food.

MINNEAPOLIS, MINN.—Maney Bros. Co. expect to build a feed mill close to their new elevator and warehouse.

WICHITA, KAN.—The Ross Feed Co. has been formed by Geo. B. Ross and C. M. Paul, with a capital stock of \$10,000.

COLUMBUS, MISS.—J. L. Walker & Co. will install a 60-ton mill for grinding and putting into merchantable condition velvet beans, corn, peanuts and hay, with a 60-ton velvet bean drier in connection.

OVERALL has been applied for as trade mark by the Park & Pollard Co., Boston, Mass., for corn, oats, barley, wheat, buckwheat, cornmeal, cracked corn, sprouting oats, and mixed corn and oats.

IN MISSOURI intrastate traffic, 48 hours free time is allowed for unloading and loading cars containing less than 60,000 lbs. of freight, and 72 hours for cars containing 60,000 lbs. of freight or over, by the state regulation effective June 1.

FOUR CARS have been purchased by E. C. Summers, owner of an elevator at Cutmer Station, Ill., from a piano manufacturer and he has converted them into grain cars. They are on the C. T. H. & S. E. R. R. between his elevator and Terre Haute.

THE RESULTS of a study of the rate and economy of fattening steers with special reference to the influence of the amount and the character of feed consumed in tests at the University of Illinois Agricultural Experiment station, is published in their bulletin 197.

LANCASTER, PA.—An alfalfa-molasses horse feed plant of ten tons per hour capacity is being installed by the Lancaster Mill & Elevator Co. of which H. Roy Eshelman is pres., Elmer J. Eshelman, vice-pres., and H. J. Eshelman and H. F. Schell are business managers.

AN ALFALFA MILL is to be installed at Oklahoma City by W. F. McManus of the Shawnee Milling Co., Shawnee, Okla., and A. T. Gardner, also of Shawnee. The plant is to be of 60 tons daily capacity, with a storage capacity of 2,000 tons. Construction will be begun immediately.

TWELVE FEED MEN met May 1 at Albany, N. Y., to discuss plans for the organization of what will probably be known as the Eastern Federation of Feed Merchants. A mass meeting was called for June 21 and 22, at Albany, at which time the new organization will be formally launched. Those present at the first meeting were, Frank C. Jones, Bullville, W. S. Vanderzee, Albany, John Danahy, Troy, W. C. Richards, Parish, Henry R. Wilber, Jamestown, Geo. H. Strong, Warwick, F. T. Benjamin, Canastota, E. A. Dorland, Sandy Creek, W. E. Weston, Beacon, Chas. L. Carrier, Sherburne, and H. M. King, Waterville, N. Y.

WE FIND the Grain Dealers Journal of great interest and of much importance to us. We always read it and have done so for years.—*Railback Grain Co., Ashland, Neb.*

WE GET much valuable information out of the Journal and want each issue on our desk.—*C. H. Oringerdoff, Farmers Federation, Alva, Okla.*

Supply Trade

FT. WORTH, TEX.—The Ft. Worth Bag & Burlap Co., capital stock \$15,000, has been incorporated by R. J. Brewton, B. K. Smith and J. R. Wolfe.

DAYTON, O.—On the application made by the E. A. Kinsey Co. and other creditors, the Barbeau Grain Hulling Machine Co. was adjudicated a bankrupt and will be liquidated.

WICHITA, KANS.—The Wilson-Wetterhold Grinding Machine Co. has ready for distribution a folder fully describing its feed grinding machine. Journal readers who are interested in better feed grinding should send for this folder.

GREAT FALLS, MONT.—There is going to be considerable elevator building in this part of the state, during the coming season, but whether they will be built or not depends on the government making elevator material preferred until the wheat begins to move, which certainly should be advocated.—The Thompson Co.

SCHENECTADY, N. Y.—The General Electric Co. has just issued bulletin No. 43503 on "The Application of Novalux United to Ornamental Street Lighting." The booklet is attractively prepared, containing 36 pages fully illustrating the correct lighting units for business streets, residential streets and outlying districts. This booklet will be sent Journal readers upon request.

SUPPLY and Demand are running a race constantly. When Supply seems unusually strong, Demand becomes discouraged. Then is when rooting helps—just as in a foot race—save that in this case, advertising is the best means of rooting. Demand can be made fleet of foot—and fleetier and fleetier, depending upon the wisdom and persistency of the advertising.—Associated Advertising.

CHICAGO, ILL.—The business of the Imperial Belting Co., manufacturers of Rexall Double Stitched Belting, has grown to such proportions that it has become necessary to double their factory space, and they have taken over the four-story fireproof building adjoining their present plant. Most of the new machinery is on the ground and it is expected to have same in operation within the current month.

CHICAGO, ILL.—The Link-Belt Co. has recently issued the following books which will be sent to Journal readers upon request: "Silent Chain Data Book No. 125," "The Ideal Drive for Grain Elevators," "The Ideal Drive for Cement Mill Equipment," "Link-Belt Wagon and Truck Loaders," "Link-Belt and Sprocket Wheels for Sawmills," "Increasing Profit by Saving Expense in the Handling and Storing of Coal and Ashes," "Blue Diamond Coal Company's Tipple," "Traveling Water Screen for Condenser Intakes," "Some Modern Coal Tipples."

THE PLAGUE of mice around piles of sacks and stacks of wheat in Australia may hasten the construction of grain elevators. Mice are a serious problem at present, as most of the wheat will have to remain in sacks for some time before it is shipped at the order of the wheat pool. Traps in the fences catch many of the mice but so far have failed to decrease the number materially.

A Patriotic Poster Free.

An extract from President Wilson's proclamation of April 15, in which he calls upon carriers, merchants, manufacturers, miners, and the agricultural interests for the maximum of efficiency, is being distributed by the Link-Belt Company. The poster is about 18x24 inches, very artistically done in the national colors, and is worthy of being framed. Advertising matter is conspicuous by its absence. Readers of the Journal may obtain this extremely appropriate emblem by application to the company.

Thirty-Five Per Cent Duty on Imported Second-Hand Bags.

Bags which have on one side the stenciled markings of the manufacturer of the flour contained in them when exported, cannot be imported again as "bags or sacks made from plain woven fabrics, of single jute yarns, not dyed, colored, stained, painted, printed, or bleached," and subject only to 10 per cent import duty, but must pay the 35 per cent duty to which those dyed, colored, etc., are subject. The Board of General Appraisers has ruled that such markings which cover almost the whole of one side of the sack are really an advertisement of the manufacturer of the flour, and as such cannot be ignored.

Rate Increase May Be Delayed.

The Senate has passed an amendment to the bill increasing the Interstate Commerce Commission from five to seven members, which provides that new rates must be suspended if complaint is made in regard to them, until the commission has held hearings and passed on the proposed rates. It specifically provides that the burden of proof to show the increases justifiable and reasonable, shall be upon the common carrier.

Should the House pass this bill, including the amendment, it will defer the effectiveness of the proposed 15 per cent increase in rates which have been announced to become effective July 1, until complete hearings on them have been held.

Sweet Feed Makers Organize.

Manufacturers of sweet feeds from southern and southwestern states met at Memphis, Tenn., May 9, and organized the Sweet Feed Manufacturers Ass'n. The purpose of the organization will be to broaden the use of feeds made from various products but having black strap molasses as a foundation.

A national advertising campaign will be inaugurated, and a com'te composed of J. W. Anderson, Kansas City, J. B. Edgar, Memphis, M. C. Peters, Omaha, B. R. Connor, Columbia, S. C., R. H. McClelland, Nashville, and J. H. Cook, Pine Bluff, Ark., was appointed to conduct the campaign. The ass'n also hopes to eliminate the open contract system.

Officers elected were W. A. Hall, Memphis, pres., E. Wilkinson, Birmingham, vice-pres., G. E. Patterson, Memphis, treas., P. M. Birmingham, Memphis, sec'y. Board of directors, H. V. Arnett, Macon, Ga., J. E. Cook, Pine Bluff, Ark., J. W. Anderson, Kansas City, and J. T. Morgan, Memphis. Perfection of plans to aid manufacturing and marketing is to be the purpose of the first annual meeting, to be held in August.

SWEDEN'S WHEAT CROP condition is below the average, with a decrease of 7.3 per cent less than 1916, and 8.2 per cent less rye acreage.

THERE are other publications, but there is only one

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Millers Code, designed especially for the milling and flour trades. Size 3¼ x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Patents Granted

1,225,403. **Apparatus for Cleaning and Drying Grain.** (See cut). Michael Borisovsky, Minsk, Russia. This apparatus comprises a casing in which are a number of movable sieves arranged to continuously conduct the grain thru the casing. The casing is divided into separate compartments, each of which has an outlet opening into a common conduit. This conduit has at its other end a fan, and means for introducing air of various temperatures, with means for controlling the supply of air from each of the chambers. A dust collector is also connected to the conduit.

1,226,295. **Sack Holder and Support.** (See cut).—Irvin Alstrom, Galva, Ill. A sack holder comprised of a frame composed of a number of extended slotted arms arranged in pairs, and the holder has extensible means to engage the slots of a pair of arms to retain the sack holders in position on the support between the pair of arms. The sack holder is comprised of a substantially rectangular contractible frame formed of tubular end and side members, the latter having oppositely positioned plungers, with springs to engage each of the plungers to maintain the frame in one of its distended positions. Threaded elements engage the end tubular members for changing the width of the frame.

1,225,866. **Bag-Holder.** (See cut). Cornelius Schrears, Tolna, N. D. An upright rotatable shaft has an adjustable collar from which T-shaped arms are pivoted, these arms including cross bars at their outer ends, with bag holding elements pivoted on the arms. A second collar is fixed adjustably on the shaft above the first collar, and it has radially extending arms. Connected to these arms is a casing containing springs supporting hook members which are fastened to the first mentioned collar by links. The bag holding elements are pivotally connected with the arm, a bolt or pin connecting one of the elements adjustably with the cross bar, and a ratchet member pivoted on the arm and adapted to engage the other bag holding element. All of this is in combination with a platform connected with the upright shaft and revolvable with it.

1,225,255. **Car-Seal.** (See cut). Charles B. Kyler, Evansville, Ind. This seal is formed from a single strip of metal, one end being reduced to form a tongue which bends inwardly at its junction with the

strip and into contact with it, the other end forming a stem. The stem has a slot in its free end. The free end of the tongue is bent to form a hook and it is surrounded by a socket which is adapted to receive the slotted end of the strip. This socket is comprised of a pair of wings, one extending from each edge of the strip at a point spaced from the point of its connection with the tongue. The wings are bent over the strip and tongue and form interlocking flanges on their longitudinal side. Thus the socket is formed by the wings and flanges on one side, the strip on the other, one end is open, and the other is closed by pressing the ends of the wings into engagement with the tongue and then bending the end of the strip and the adjacent end of the tongue over the downwardly bent ends of the wings and flanges and into engagement with them, the ends of the bent over portion being substantially in the same plane of the upper side of the socket.

Dictator Hoover Will Re-Open Abandoned Flour Mills.

Herbert C. Hoover, who is expected to be named food dictator of the United States, said May 17 at Washington: I know of no more diabolical or wicked thing in all this hellish business than the crime committed against humanity by the robbers, for that is exactly what they are, who have shot up the price of flour to its present level.

There are thousands of abandoned flour mills scattered all over this country which can be reopened to bring about the drop in price, which I hold to be the most important and most radical move now up to the American people. Local milling will establish direct lines between producer and consumer and cut off the grabbers in between.

We tried at one time, in desperation, to squeeze more of the wheat into the flour, but the Belgian mortality increased immediately by a thousand deaths and we did not after that dare to mill more than 81 per cent of the grain.

I saw people die when we increased the percentages of wheat in their bread, and I do not want to shoulder the responsibility of making the entire country eat whole wheat unless it wants to. Moreover, there are certain people who cannot eat bran and the keeping qualities of the flour must be considered. If we could mill flour within thirty days of its consumption it might be a different thing, but I don't want the responsibility of deciding this issue.

If it falls to my lot to control the food supply of the United States I shall begin at once to cut off every official and every theorist. There must be, above all, no professors on this job. The commercial interests of this country are the only people who know anything about food that is practical, and to them I shall look exclusively for aid in helping me solve the big and complex problems which are involved in this work.

I will not be shackled by anybody in the department of agriculture, and will not allow a single job hunter or profit-monger help.

THE MISSOURI state statutes prohibiting railroads from fixing higher freight rates for a short than a long haul, regardless of whether such rate discrimination is reasonable or unjust, has been declared constitutional by the United States Supreme Court.

I AM NOT in the grain business, but an elevator builder foreman, but I take the Grain Dealers Journal to keep posted. I find many suggestions in it which are a great help.—T. B. Westfall, Huron, Kan.

Insurance Notes.

SPECIAL INSPECTORS from the Wisconsin Insurance Inspection Bureau will make weekly inspections of terminal elevators in the state, and the companies will be furnished with reports from time to time covering individual risks.

CROSSING RAILROAD tracks to an elevator to work is part of the hazard of employment, and therefore the heirs of one killed while so doing are entitled to compensation, is the opinion of Attorney General S. C. Ford of Montana. Joseph Kawa, an employee of the Imperial Elvtr. Co. of Hinsdale, Mont., was killed at noon while not on duty, but the attorney-general said the hazard of Kawa's occupation commenced when he started to cross the railroad tracks to his work and continued until after he had crossed the tracks from his work. The insurance company was ordered to pay the beneficiary of Kawa.

Elevator Casualties.

Sevart Rude, of the Northern Supply Co., Amery, Wis., recently received two wounds from a nail in the grain door of a car he was unloading.

Samuel Baugh, a watchman of the Acme Evans Co., Indianapolis, Ind., was recently shot thru the hand by an unknown party, while on duty.

Al. Lierman, Champaign, Ill., while working with a pinch-bar for the Cleveland Grain Co., let the bar slip and pinched his finger, badly bruising it.

Chas. Bloom, Sadorus, Ill., employee of DeLong Bros., while breaking up some wood for a fire on May 4, ran a nail into his foot close to the ankle.

When Jas. Harris of Bernard Sterns & Sons, Milwaukee, on May 3 jumped from a platform to the ground, he turned his ankle on a brick, spraining it.

While J. W. McClure of the Lebanon Mill & Elevator Co., Lebanon, Kan., was cleaning out a clogged conveyor, on May 10, he caught his thumb, painfully injuring it.

I. F. Zimmerman, of the Rea Patterson Milling Co., Coffeyville, Kan., while trying to locate the trouble in a motor, inadvertently pulled the switch, causing the arc to burn his arm.

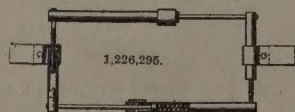
M. B. Weaver, of the Cleveland Grain Co., Indianapolis, Ind., was trying to open the outside door of a grain car, on May 10, when it fell, striking his shoulder and fracturing the collar bone.

Books Received

WISCONSIN DEPARTMENT OF AGRICULTURE report gives statistics of yields per acre and total production by counties in 1915 and 1916 of wheat, corn, oats, barley, rye, and seeds, with the average weights per bushel and the average prices. Bulletin 10, Dept. of Agriculture, Madison, Wis.

HANDLING AND STORING OF COAL AND ASHES is thoroughly discussed, showing location and operation of bucket conveyors, storage bins, track hoppers, distributing flight conveyors, etc., in a booklet written by H. J. Edsall, M. E., Philadelphia, and is profusely illustrated with photographs of plants where up-to-date equipment is installed. Published by the Link Belt Co., Chicago.

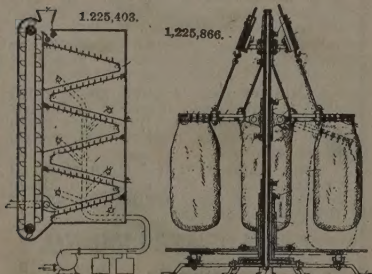
1,225,255.



1,226,295.

1,225,403.

1,225,866.



Guard Plants Against Spies.

In a letter to elevator and mill policyholders the Millers National Insurance Co., on May 18, said: We know that plans of mills and elevators of our policyholders with their surroundings and ways of approach, have been found among the belongings of persons arrested as spies. We know that men have been intercepted going thru milling plants prepared to, and with the intention of photographing the interiors, the only object possible to be attained being the securing of information making easy the destruction of the property as a part of an apparently comprehensive plan to demoralize and cripple an important factor in our food supply.

We feel therefore that we have a right to ask and insist in your interest and of the country at large, now looking to you more than any other single source for protection against disaster to one of the most important items of food supply, that you spare no reasonable expense to guard and protect your property against this new danger, as well as redouble your vigilance to prevent fire from the usual causes, three-fourths of which are preventable with proper care.

Forbid strangers access to any part of your plant without proper credentials, no matter what the pretext.

Follow the example of the best concerns in the trade and light the outside of your plant when possible.

Report to police or government officials any one found lurking about the plant day or night, and allow no one with a camera on the premises.

In short, do anything which suggests additional safety against damage from known causes, and all the unknown causes which crafty and unscrupulous enemy sympathizers or spies and the ordinary crank, stimulated by unusual conditions, is likely to think of, or devise; remembering that when everything that is reasonably possible to do has been done, we will stay with you to the end, regardless of the unusual hazard now thrust upon us.

FRANCE reports a shortage of wheat, with an estimate of requirements at 13,000,000 bus. The present fixed price is \$6.06 for 220 lbs., but an effort is being made to have this price increased.

THE WHEAT CROP in Spain wintered without material damage, and the acreage increased 5 per cent, according to official report. Native supplies are fair.

ARGENTINE reports say the government will not prohibit the export of corn and oats. Coarse grains are said to be in urgent demand in that country for export.

THE BELGIAN relief ship Kongali, carrying a cargo of 8,000 tons of wheat, was attacked in the "safety zone" by a German submarine. The ship was towed to port.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information
Regarding Short Term Grain Insurance

ELEVATOR LEGS

Without any question, many "unknown" fires in elevators have their origin in the legs. The concealed spaces, the loose buckets, the protruding nails, the collection of trash, the "dynamo" in the head are a combination that cause fires. YOUR COUNTRY NEEDS EVERY BUSHEL OF GRAIN THAT GOES INTO YOUR ELEVATOR THIS YEAR. We simply can't afford to burn any of it. Give your elevators a thorough examination, and keep your eye on them.

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Secretary

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INCORPORATED 1877

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E. H. MORELAND, Secretary

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GRAIN SCALE BOOK

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. E.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

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